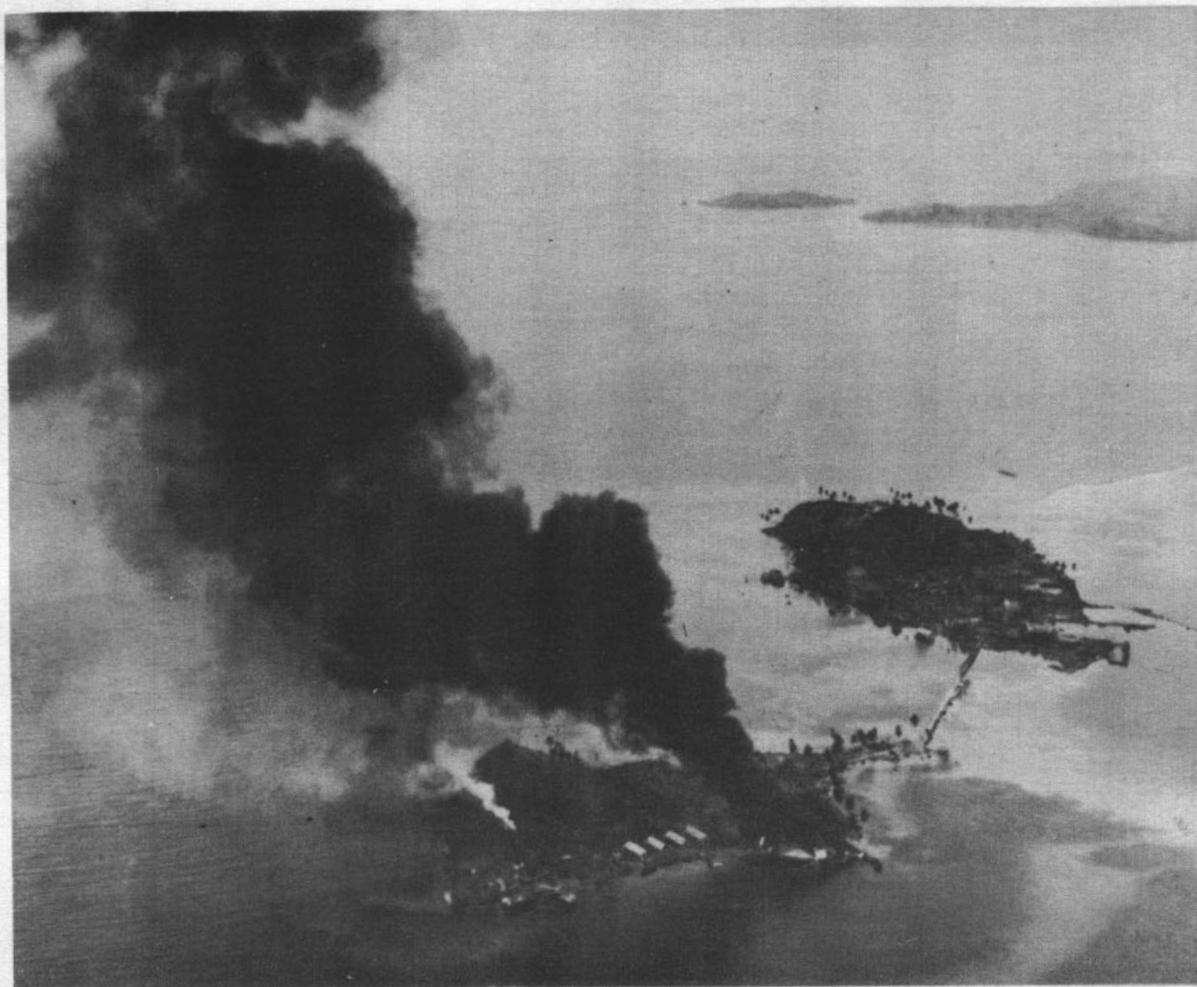






## THE BATTLE OF THE SOLOMON ISLANDS



OFFICIAL U. S. NAVY PHOTOGRAPH

Aerial view of fire swept Tanambogo Island after attacking American carrier based air forces had hit and departed. Japanese gun emplacements and anti-aircraft batteries were hit. Gavutu Island, another point attacked and taken over by invading Marines, supported by Pacific Fleet Forces, lies just beyond Tanambogo Island across the causeway (right).

### MARINE LANDINGS IN THE SOLOMONS

(The following account of the Marines capture of Solomon Island strongholds was written by Second Lieutenant H. L. Merillat, U. S. Marine Corps Public Relations Officer at the battle scene.)

Guadalcanal (August 14) (delayed) - August 7, 1942, the largest force of Marines ever to engage in landing operations assaulted Guadalcanal, Tulagi and Gavutu, important Japanese bases in the Solomon Islands. The attack marked the first time in this war that American land forces have taken the offensive against the enemy. Marines avenged their comrades on Wake Island by destroying Jap garrisons on Tulagi and Gavutu and driving shattered Jap forces on Guadalcanal into the hills.

THE NAVY IS YOUR WORK - DO IT AT THE OFFICE

These islands, with their inlets that once sheltered Jap seaplanes and a big airdrome that the Japs had hastily built as a base for further adventures in the Pacific, now will serve as bases for United Nations air, sea and land power. The process of rolling back the Japs has begun in earnest.

Long before dawn on the 7th things were humming aboard the ships of the armada slipping silently into the passage between Guadalcanal and Florida Islands. Between 0200 and 0300 all hands turned out and wolfed a sumptuous breakfast. Who knew how long it would be before any of us had another real meal? Field rations would soon take the place of steaks and fried potatoes and scrambled eggs. Then we made our final preparations to go over the side and stood by, waiting for the eastern sky to brighten.

About dawn I went out on the top deck of my transport. The weather had been on our side. Low clouds and mist had concealed our progress toward the Solomons all day the 6th. They had cleared during the night and the stars guided us on our way. At 0500 we could make out the dim outline of Guadalcanal to starboard. There was no sign of activity on the shore. At 0525 general quarters sounded and the ship's crew took battle stations. At 0605 - "Stand by to lower boats." Then came what all of us had been waiting tensely to see and hear; at 0617 a cruiser's guns boomed and a salvo of shells landed in the laps of the Japs on Guadalcanal.

To the Japs on Guadalcanal and Tulagi it must have seemed that hell had broken loose. One laborer later taken as a prisoner said he thought he was dead. Salvo after salvo ripped into their midst. Navy planes unloaded high explosive and strafed the ground. The red trails of tracer bullets and shells cut the black coast of Guadalcanal. Fifteen miles to the north of us naval ships and aircraft were dealing out the same punishing bombardment to Tulagi.

At 0700 came the order to lower boats. Methodically they were swung out on their davits and lowered into the water. The ships bearing Marines who were to land in the first wave had already lowered away and soon the water about the transports was swarming with hundreds of speedy landing boats. New ramp landing and tank lighters were getting their first test in combat. Amphibious tractors, carrying engineering supplies, began their churning progress toward the beach, to be on hand when the speedier landing boats first hit the shore line.

0800 was "H-hour" (attack hour) when the first wave of Marines landed on Tulagi. We could hear destroyers pumping high explosive into the beach. Then the barrage lifted, the Marines landed, and a tiny South Sea island became the first battlefield in America's first offensive in World War II.

Meanwhile the landing boats were gathering for the assault on Guadalcanal. Proudly flying the Stars and Stripes, the boats took on their loads of Marines and equipment and circled in the rendezvous area between the transports and the line of departure marked by two destroyers. I went in early so I was on the water when the first wave hit the beach. As our boat sped across the line of departure an amber flare from the shore announced that Combat Group A under Colonel L. P. Hunt had landed. We hit the beach about 1000 and learned that CG-A had landed without resistance. The beach presented a busy scene. Already tank lighters were pulling up with their iron monsters. Amphibian tractors, which the Marines call "alligators", chugged ashore, equally at home on land or water. A steady stream of Marines was pouring out of boats. By 1045 Combat Group B, under Colonel C. B. Cates, was landing and lining up for its advance to the southwest. Scattered rifle shots marked the advance of the Marines as they fanned out through the tall grass and coconut grove.

We counted on the Japs' arriving to bomb us about noon, figuring it would take that long for them to organize a flight of bombers in Rabaul and fly them down to Guadalcanal. Our guess was only a few hours off; in mid-afternoon bursting bombs and a sky full of flak announced their arrival. Rising-sun bomber attacked our ships in the roads, without hitting any. Several were shot down. An hour and a half later the Japs attacked again, with dive bombers this time. They hit one of our destroyers. Two Japs more were shot down.

That first day our advance was slow. There were no contacts with the enemy, for their whereabouts was unknown (we later learned they had scurried to the hills) and the thick tall grass and deep feeders of the Ilu River made a cautious advance imperative. At 1600 Headquarters arrived on the shore and set up a Command Post in a palm grove south of the east branch of the Ilu. There we bivouacked for the night.

## THE BATTLE OF THE SOLOMON ISLANDS



OFFICIAL U. S. NAVY PHOTOGRAPH

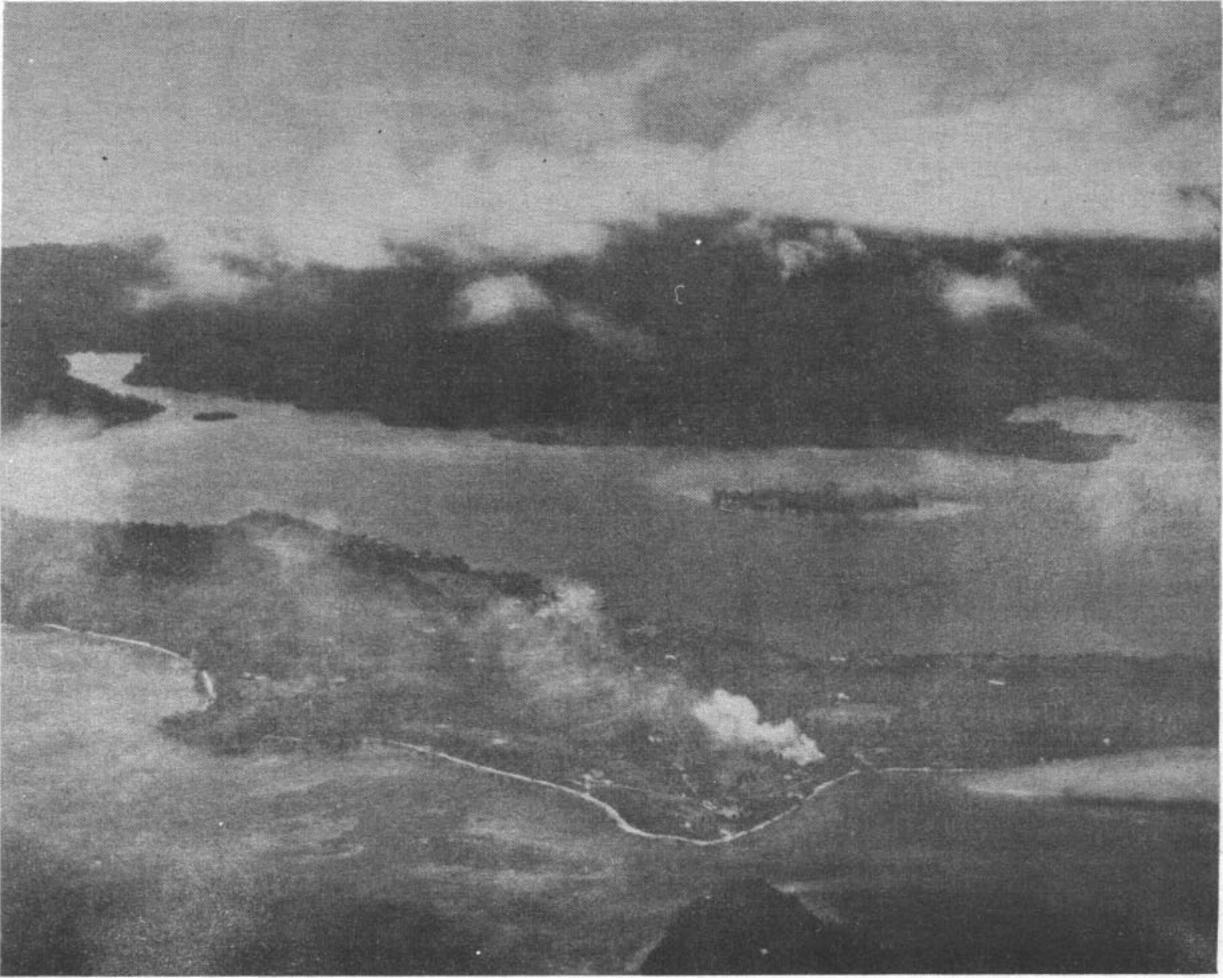
Marine landing boats storm the coast of Guadalcanal Island near Lunga Point, Solomon Islands. What appears to be underbrush just above the shore line is a palm grove.

On the second day, August 8, the Marines on Guadalcanal pushed westward to take possession of the big new airfield which the Japs had obligingly built for us and to occupy and defend the area around Lunga Point. Combat Groups A and B completed the operation during the day, meeting no resistance until one group reached Kukum. There, south of the area occupied by the Marines, they ran into snipers and machine-guns in dugouts manned by Japanese. The area was quickly mopped up, but nightly Jap patrols slip into our lines.

It became apparent after the first day that the Jap forces in the Lunga area had run to the hills when the American onslaught began on August 7. As we moved into their camps we found evidence that they had left in a hurry. Meals were still on the table, personal gear was tossed in all directions, valuable equipment was left intact. Ammunition dumps, pom-poms, artillery, fuel, radio equipment, trucks, cars, refrigerating equipment, road-rollers, electric power plant -- all were found just as the Japs had set them up and used them, except for the damage done by naval gunfire and bombing. A fine airport, with a runway 1400 yards long already completed, was almost ready to receive planes.

WORDS ARE LIKE RAZORS - THEY MAY BE USED TO CUT YOUR THROAT

## THE BATTLE OF THE SOLOMON ISLANDS



OFFICIAL U. S. NAVY PHOTOGRAPH

This is the famous Tulagi Island (center foreground), stronghold of the Japanese forces in the Solomon Islands. Fires can be seen burning (right center) after American carrier based dive bombers paid their first visit with bombs. In addition to fortifications, anti-aircraft batteries, and radio station, the Japanese had a small golf course on the Island, but the unexpected arrival of the U. S. Navy bombers gave them no time to yell "Fore" to Tokyo.

At noon on the 8th our visitors in the sky returned, this time bent on a daring raid. As our transports dispersed out to the open sea the Jap bombers came in. Almost skimming the waves they lunged in among the transports and cargo ships. I was watching from the beach of Guadalcanal and saw the big bombers burst into flames as they ran into murderous anti-aircraft fire from the ships. One, two, three - then I lost count in the confusion of the battle. Some ran the gauntlet of ack-ack and headed for the open sea, only to fall prey to our Navy fighters darting at them from high above. We heard that forty bombers had started on their mission; we heard that few returned to their base. Certainly their losses were enormous. In their suicidal raid over the strait they hit one of our transports. The Japs' second attempt to disrupt our operation had failed miserably.

The night of August 8 was one of alarms and excitement. We learned later that fighting was still continuing across the straits in the Tulagi area. In Guadalcanal it was a sleepless

TALK OVER BARS MAY LEAD TO TIME BEHIND BARS

night for other reasons. First, the rains came, in a drizzle then in torrents. The Command Post had moved west and we were bivouacked beneath the trees without tents. Everyone and his gear was thoroughly drenched. Trying to get a cat nap in our puddles of water we were aroused by a thunderous bombardment. Out at sea to the west, the big guns spoke. Flashes of light told us that a naval battle was in progress. We do not yet know the full story of that battle but we do know that the Jap ships were turned back - ships which undoubtedly had slipped toward Guadalcanal and Tulagi to blast us by night, to sink our transports and supply ships and bombard our forces on land before we were fully dug in and squared away. The Japs' third determined attempt to knock us out had failed.

After the sound of battle receded and we were bedding down again in our puddles, rumors flew thick that the Japs were attempting to land on the beach 200 yards north of the main Command Post. Flares dropped by Jap planes to mark Lunga Point gave a ring of truth to the alarm and in the blackness and rain our own landing boats had been mistaken for the enemy. The truth was learned before any damage was done.

Since then we have been digging in, scouting out enemy detachments, potting the pesky snipers one by one, getting ready for anything that may come. A few Jap planes make us a daily visit, about noon, but are of more interest as chronometers than as raiders. Enemy subs pop up in the strait now and then and lob a few shells into Guadalcanal. In any case, their periodic popping has become part of the accustomed music of Guadalcanal and we pay little attention.

The Marines have what they want, and they mean to hold it.

#### ON TULAGI - GAVUTU-TANAMBOGO

Our comrades in the Tulagi area have had a tough fight. The Japs there cut off from escape, well dug in, and strongly armed - fought from their fortresses to the last man. Brigadier General William H. Rupertus, Assistant Commander of our forces who directed the operation in that area, described the battle as "the most wonderful work we have had in history." Hundreds of Marines became heroes and veterans in the bitter fighting.

The honor of being the first to land in America's Pacific offensive fell to a company under the command of Captain E. J. Crane. They landed on the west side of a Florida Island promontory which overlooks the island fortress of Tulagi which the Raider Battalion was to assault half an hour later. They met no opposition at this point, but late in the day were to see some lively action.

The first wave of the Raider Battalion, under the command of Colonel Merritt Edson, hit the beach in the northwest end of Tulagi. It is a hilly wooded area and the Marines expected tough going. The Japs apparently expected no landing, however, and offered no opposition on the beach. One man was lost by a sniper's bullet, the rest landed safely. Avoiding the trails along the shore which were commanded by steep cliffs, the Raiders made their way along both sides of the central ridge of the little island, pushing through dense brush and woods. In two hours and a half they covered a mile and a half, from the beach to the southeast. Then the shooting started. The Marines came up against a strongly defended hill where a concentration of machine-gun nests held them up for an hour. The battle was joined at short range, with Marines sneaking up on nests of Japs concealed in caves and crawling down the steep cliffs to drop hand grenades into the cliff holes. A company on the north side of the island pushed through strong opposition and took the ridge above the playing ground. The Japs allowed them to pass through, then opened up from the rear. Snipers in trees, behind rocks, concealed in buildings, harassed the Marines.

The enemy's main defenses were concentrated in the ravin north west of a Hill, a precipitous rock covering the southeast end of Tulagi, and on the slopes of the hill itself. Withering machine-gun fire from pillboxes and dugouts poured out on the Marines. A company of Marines under Captain Harold T. A. Richmond, by this time was advancing southward from the north end of the island. It too was held up by heavy machine gun fire.

## THE BATTLE OF THE SOLOMON ISLANDS



OFFICIAL U. S. NAVY PHOTOGRAPH

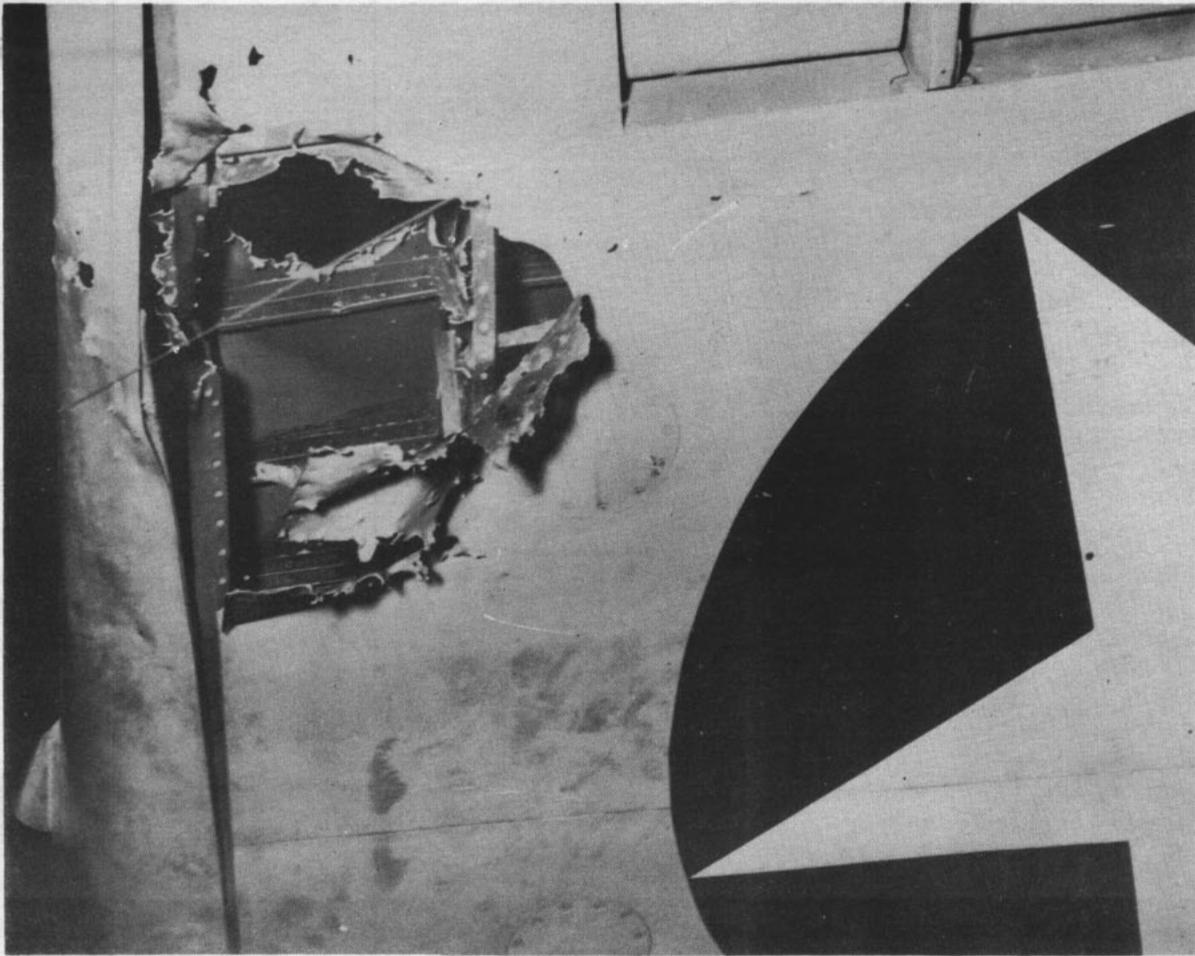
Another view of Tulagi Island. Upper right shows the smoke plume of burning supplies following the attack by American carrier based Navy bombers. The Island appears to be joined to the main Florida Island which crosses the entire top of the picture, but there is really a channel of deep water (upper left) which is hidden by the high hills on Tulagi. The small islands in the foreground are, reading from bottom to top: Songonangona Island, Kokomtambu Island, and Mbangai Island.

At dusk it was decided to organize a defensive line northwest of this Hill. Captured Japanese maps had shown their defenses to be concentrated under that hill. At 2230 the Japs counter-attacked and broke their way through two Companies of the Raiders, isolating one of them. The Japs worked their way northward, fighting with knives, rifles, and grenades. Lieutenant Colonel H. E. Rosecrans, commanding a Battalion, evacuated his command post only two minutes before the Japs occupied it. In the grim night battle Lieutenant John B. Doyle, Jr. held a mortar observation post in front of the former British residency on the hill north of the playing ground. With only a squad of eight or nine men he pushed back the Japs, kicking them over the side of the precipice.

In the morning the Marines resumed the offensive. Two companies which had mopped up the north west end of the island upon landing the first day, advanced southward. On the second day they pushed through from the beach west of the playing ground. That gave the Marines positions for mortars and machine guns on three sides of the main Jap position. By 1500 they had blasted the Japs out of their strongholds and completed physical possession of the island. That was not the end of the story, however, for snipers were still concealed in trees, tall grass, and caves. Twice the next day Marines combed the area, finding snipers each time.

Not one of the hundreds of Japanese on the island surrendered. They had to be blasted out of each position. Their defense was built around small groups in dugouts and caves, com-

## THE BATTLE OF THE SOLOMON ISLANDS



OFFICIAL U. S. NAVY PHOTOGRAPH

The wing of a U. S. Navy Grumman Fighter plane returned with a Japanese 20 mm cannon hole in the port side, following the attack on Solomon Islands.

municating with each other by radio. In many of the cliffside strongholds radios were found. In one case, on the third day, a Jap was still firing from his deep cavern after all his comrades had been shot. For two days he had lived with corpses, without food or water. Three Japs cornered fired until they had only three rounds for one pistol. Then one of them killed his two companions and turned the gun on himself. Some caves were manned by thirty or forty Japs. When the one manning the machine gun was picked off, another would take his place, so on till the last man was dead.

The assault on Gavutu, mile-long island which was the site of the principal Japanese seaplane base in the Solomons, began at 1200 on the 7th. In the dawn bombing raid all the planes based there had been blasted before they could leave the water. One four-engined bomber, ripped by American bombs, now rests on a bed of coral off Gavutu. Nine Zeros, fitted with floats, and five big patrol planes lie wrecked on the beach or under the waves.

As noon drew near, the landing boats approached Gavutu from the shore of Florida Island. Even before the assault wave had formed, the Japs opened up with a rain of fire from their hill fortress. The Marines came in under this fire. They had hoped to land on the concrete seaplane slips, but the naval gunfire and bombing had hurled huge blocks of concrete into the water, blocking the approach. The attacking Marines had to clamber on to a wharf higher than their boats, swept by machine gun fire. Major Robert H. Williams, their commanding officer, was badly wounded leading his men in the first wave and had to be evacuated. Captain George Stallings took command and led the attack which wiped the Japanese from Gavutu.

On Gavutu is a hill 148 feet high which the Japanese had converted into a honeycomb of cavern emplacements. Tunnels connected many and some rock-hewn chambers were 20' by 20'. The hill rises steeply from the flat strip near the beach and from the mouths of scores of caves the Japs poured down a withering fire. Many Marines showed great courage that day in assaulting the formidable stronghold. Captain Harry L. Torgerson, for example, covered only by the fire of four of his men, rushed from cave to cave, hurling into them charges of TNT tied to boards with short fuses. By himself he closed up more than fifty of the pest holes and came out of his daring day's work with only a wrist watch broken and his pants blasted off.

Platoon Sergeant Harry M. Tully, who had seen many of his best friends shot down in the first blast of machine gun fire from the cliff, for two days and nights operated as a lone wolf, surpassing the Japs in cunning and patience, picking them off one by one after lying in wait for long periods. From Gavutu he picked out machine gunners on Tanambogo, 500 yards away, and shot them down. By night he sat on the beach, watching the water for tell tale traces of Japs as they swam into the beach behind logs. Once he watched a log float to the beach only six feet from where he lay in wait. The Jap did not stir for 18 minutes, nor did Sergeant Tully. Then the Jap lifted his head and Tully shot him.

In a sense it is wrong to mention heroes by name, for not all heroes can be named and to omit them seems to derogate from their courage and brave deeds. There were so many heroes in the assaults on Tulagi, Gavutu, Tanambogo and Guadalcanal that not all can be named, and not all will ever be known.

In two days of bitter fighting the Marines cleaned out the Japs on Gavutu. In the afternoon of August 7, even before their conquest was complete, the Marines ran up the Stars and Stripes from the hilltop on Gavutu. The bugle blew colors and the Marines paused long enough to cheer the raising of our flag on Jap-held territory. The rising sun still floated over Tanambogo, half a mile away, but the Marines shot it down, leaving Old Glory as the sole flag waving at dusk over that once strong Japanese base.

Marines under Captain Crane, who had landed on Florida Island without opposition, were ordered to Gavutu about 1400 the afternoon of the 7th. The troops embarked and Flight Lieutenant C. E. Spencer, their Australian guide, showed them the way to Gavutu where they arrived at dusk. The commanding officer there directed them to land on Tanambogo, a nearby small island connected by a causeway with Gavutu. Heavy fire from Tanambogo made an advance across the causeway impossible.

Five minutes of naval gunfire preceded the landing of Captain Crane's men. The last shell hit a fuel dump near the beach just as the Marines landed, brilliantly lighting the beach and silhouetting the attackers. The Marines were jammed between two piers, one of which had been built since their guide last saw Tanambogo, and heavy machine-gun fire strafed them from the hill. Seeing that they were caught in a pocket, unable to peep over the edge of the pier or to set up machine guns without drawing withering fire, Captain Crane ordered the operation delayed until dawn and made his way back to Tanambogo. Two of his men, stranded in the confusion, swam back to Gavutu during the night.

The next day the Tanambogo fortress was finally cracked by Marines under Lieutenant Colonel R. G. Hunt. Two tanks were sent in ahead of the troops from Gavutu. One ran about 100 feet inland when the Japs swarmed over it, thrust an iron rod into its treads, poured gasoline over it and set it afire. A Marine Lieutenant opened the top of his tank turret, trained his AA gun on the Japs and killed 23 of them before he was knifed to death. The infantry followed the tanks and amply avenged their comrade's death by finishing off the defenders with the tactics so effective on Gavutu.

\* \* \* \* \*

WORDS ONCE SPOKEN CAN NEVER BE RECALLED

NAVY DEPARTMENT COMMUNIQUE NO. 118

SOUTH PACIFIC

1. Several new attempts have been made by the Japanese to land and establish small detachments of troops on various islands in the Southeastern Solomon group. U.S. land-based aircraft, operating from our Guadalcanal base have attacked the ships engaged in these landing operations. Several hits have been reported but the extent of damage inflicted is not known. The parties which have succeeded in landing are being sought out and engaged by U.S. Marines.

2. During the morning of September 2 (East longitude date) an Army Flying Fortress on patrol off the North Coast of Santa Isabel Island bombed and damaged an enemy tanker or sea-plane tender, leaving it burning.

3. At about this same time eighteen Japanese bombers, escorted by fighters, attacked our installations at Guadalcanal. Three enemy bombers and four fighters were shot down by our defending aircraft while anti-aircraft batteries shot down an additional fighter. Damage to our positions was minor.

4. In spite of the periodic attacks by enemy aircraft our positions in the Guadalcanal-Tulagi area are steadily being reinforced and strengthened.

\* \* \* \* \*

**MAJOR GENERAL VANDERGRIFT PAYS TRIBUTE TO  
NAVY AIR ARM**

The performance of the Navy's air arm in the Solomons offensive has won high praise from Major General A.A. Vandergrift, USMC, who commanded Marine amphibious troops which captured the Japanese base at Tulagi.

In a personal letter to Lieutenant General Thomas Holcomb, USMC, Commandant of the Marine Corps, General Vandergrift describes his "being supported by Navy Air" as follows:

"Their reaction on call was instantaneous and accurate --  
their preliminary bombardment wonderful."

The "Navy Air" referred to in General Vandergrift's letter comprised carrier-based fighters and dive bombers.

It is the unanimous opinion of high ranking officers who are directing our war operations that close air support is desirable in most forms of modern warfare -- mandatory in amphibious operations of this character. In a war in which all too frequently air support is either ineffective or lacking, this example of the close cooperation between ground troops and aircraft is noteworthy. For some time, the Navy, in intimate association with Marine and Army Amphibious troops, has endeavored to attain this close coordination of effort. The results speak for themselves.

Navy Department communiques to date have described the downing of at least 119 Japanese aircraft in the Solomons area at a very minor cost to our own forces.

In addition to the support from American ship and shore based anti-aircraft batteries, long range Army bombers and Marine Corps fighters based on Guadalcanal cooperated with the Navy fighters and dive bombers in achieving jointly the one-sided aerial score.

\* \* \* \* \*

**RACING A JAP SUB IN THE SOLOMONS**

(The following report was written by Second Lieutenant H. L. Merillat, Marine Corps Public Relations Officer with our forces in the Solomons).

Guadalcanal, August 15, (delayed)--News gathering hereabouts is no city hall beat. The success of the Navy-Marine Corps operations has given us six islands to cover. That means open water and small boats, which in this area add up to a game of hide and seek with Jap subs.

Tulagi, where the fighting was particularly heavy, is 20 miles away across open water. News from there was scarce until three days ago, when three boats made the crossing. We got up at dawn to go along.

We were late in getting under way, and it looked as though we would be out in the middle of the straits about the time the Jap bombers made their daily visit. Our boat was a rather old craft and wouldn't make much speed. The others going over piled into a landing boat, and a tank lighter loaded with gasoline completed our little fleet.

We shoved off at 0855, on a calm sea with bright skies, ideal visibility for aircraft and subs. We chugged along without incident until 1030 when we sighted a plane approaching low from the east. We grabbed our weapons and our gunner turned his machine gun on the plane. It was a false alarm, however, for the plane turned out to be one of our PBY's.

About 1100 we sighted something in the water almost dead ahead, slightly to port, lying off the coast of Florida Island. The officer in charge of our boat called to me to take a look: "Is that a sub, Merrillat?" My specs and field glasses were clouded by spray (I understand why sailors and Marines must have good eyes), but I could make out something on the water, about 5,000 yards off.

Our three boats did a sharp turn to starboard, running parallel to Florida. By this time I could make out a sub all too plainly and she was overtaking us fast. Two shells burst a few hundred yards from us.

Then, of all times, our engine started to burn out. Clouds of steam poured from the engine housing. She clanked and groaned and hissed as if she would explode any moment, and the sub was racing toward us, trying to head us off.

Batteries from Tulagi were firing on the sub by this time. I thought I saw two hits on her, but she kept on coming.

We decided to abandon our tub and frantically signalled the landing boat to pull alongside. At first our signals were misunderstood. I thought they were never coming for us.

But, finally, the landing boat pulled up to us, we threw in our gear and then ourselves. My shoes, which I had set on the housing to dry, were left behind.

We felt better for some foolish reason -- perhaps because we were all together and in a sound boat. We raced on eastward, watching the exchange between the sub and shore battery. Finally the sub disappeared. We shouted with relief, joked and laughed on the let-up of tension. At noon we arrived at Tulagi, feeling very lucky.

The next day we started back at 0430, without much appetite for the trip. We swung far to the eastward from Tulagi and just as we were about to emerge from the cover of Florida Island, saw flashes of gunfire off Guadalcanal. "Subs!" we thought, and we later learned we were right. We laid to for a few minutes and when the gunfire ended, started across the strait and made the journey without further incident.

The main point of all this is that we did manage to get to Tulagi, Gavutu and Tanambogo, and hear their stories over there.

They had a brave story to tell; the fighting was bitter in that area and the Marines there are now veterans and heroes. We had only six hours of daylight there and didn't begin to cover the ground adequately, so our stories are not yet complete.

\* \* \* \* \*

CARELESS TALK COSTS LIVES

## 23 NAVAL OFFICERS HONORED - SEVEN AWARDED NAVY CROSS; ONE WINS DISTINGUISHED FLYING CROSS; 15 ARE COMMENDED

Secretary of the Navy Frank Knox has awarded the Navy Cross to 7 Naval officers, the Distinguished Flying Cross to one and has commended 15 officers for action during the war.

All the awards of the Navy Cross except one and the Distinguished Flying Cross were made for action in the Pacific.

The men honored follow:

### NAVY CROSS

Lieutenant Commander Richard S. Baron, U.S.N., was awarded the Navy Cross posthumously for "extraordinary heroism and meritorious conduct during the bombing of Cavite, Philippine Islands". He entered a burning building at considerable risk to his life to recover confidential publications and carry them to safety to prevent their loss or the possibility of their falling into enemy hands. He was killed in action.

Lieutenant (junior grade) Edward G. Binning, U.S.N.R., received the Navy Cross with a citation "for distinguished service in the line of his profession." He participated in the first night search and attack on enemy craft in the Pacific area.

Lieutenant Commander Jacob E. Cooper, U.S.N., was awarded the Navy Cross with a citation "for especially meritorious conduct, extreme courage and devotion to duty." He guided the destroyer he commanded through a large concentration of enemy craft and succeeded by his skillful maneuvering in inflicting heavy damage on enemy ships.

Ensign George E. Cox, U.S.N.R., received the Navy Cross and a citation "for extraordinary heroism and courageous devotion to duty." After attacking an enemy ship he diverted its fire so that another U.S. vessel could attack more freely. Ensign Cox commanded a motor torpedo boat attached to the squadron commanded by Lieutenant (now Lieutenant Commander) John D. Bulkeley, U.S.N.

Lieutenant Commander Edward N. Parker, U.S.N., received a gold star in lieu of a second Navy Cross together with a citation "for distinguished service in the line of his profession, heroism and devotion to duty." As the commander of a destroyer division under heavy gunfire from the enemy, Lieutenant Commander Parker exercised capable leadership and skill with the result that several hits were scored on the opposing forces. Following the attack, he withdrew his forces from grave danger without serious damage, due to his excellent judgment and fine seamanship.

Commander Earl L. Sackett, U.S.N., received the Navy Cross and a citation "for heroism in combat with the enemy." He directed operations of strategic importance involving hazardous missions despite frequent attacks from enemy air forces.

Lieutenant Commander Willard A. Saunders, U.S.N., was awarded the Navy Cross with a citation "for distinguished service in the line of his profession." As commanding officer, he directed his ship in several successful attacks on armed enemy vessels without damage or injury to material or personnel of his ship.

### DISTINGUISHED FLYING CROSS

Lieutenant (junior grade) James G. Daniels, III, U.S.N., won the Distinguished Flying Cross and a citation "for heroic conduct in aerial flight." He participated in successful bombing and strafing attacks and then took several photographs of damage to the enemy despite heavy anti-aircraft fire. Later he intercepted two enemy bombers and aided in destroying one of them and damaging the other.

IN THE CAFETERIA, LOOSEN YOUR BELT, NOT YOUR TONGUE

## COMMENDATIONS

Gunner Irvin F. English, U.S.N., was commended "for courageous and devoted service" in the heroic defense of the Bataan Peninsula. He is listed as missing in action.

Lieutenant Claud M. Fraleigh (DC), U.S.N., was commended "for gallant conduct" rendered in an Army Field Hospital during the defense of Bataan Peninsula against the Japanese. He is listed as missing in action.

Lieutenant Roy D. Gilbert, (CEC), U.S.N.R., was commended for "valuable and outstanding service" rendered in the Philippine area prior to and after the attack by Japanese forces. He overcame the handicaps of primitive equipment and unskilled labor and showed ingenuity and industry in construction work. He is listed as missing in action.

Lieutenant Commander George G. Harrison, U.S.N.R., was commended for efficiency, leadership and judgment under difficult and trying circumstances as port director in an area in the Philippine Islands at the time of the Japanese invasion. He is listed as missing in action.

Radio Electrician Charles E. Ludiker, U.S.N., was commended for his technical knowledge, ingenuity and extraordinary initiative.

Boatswain Bernice C. Hart, U.S.N., was commended "for gallant conduct." He served courageously and devotedly during the defense of Bataan. He is listed as missing in action.

Captain Kenneth M. Hoeffel, U.S.N., was commended "for distinguished service in duties of great responsibility in time of war." His service in the Philippine area was deemed outstanding in the defense of that area against the Japanese. He is listed as missing in action.

Lieutenant Commander Denys W. Knoll, U.S.N., was commended "for skill, perseverance and courage" during the defense of the Philippines against attack by the Japanese.

Lieutenant Joseph L. LaCombe, U.S.N., was commended for skill and courage in directing anti-aircraft fire aboard ship on attacking Japanese planes. Lieutenant LaCombe is listed as missing in action.

Lieutenant Hubert MacGowan, U.S.N.R., was commended for his skill, perseverance, courage and devotion to duty in the defense of Bataan. He is listed as missing in action.

Lieutenant Commander Lawrence J. McPeake, U.S.N., was commended for skill and courage in assisting in the defense of his ship against Japanese aerial attack. He is listed as missing in action.

Lieutenant Edwin R. Nelson (MC), U.S.N.R., was commended for gallant conduct, courageous and devoted service in an Army Field Hospital on Bataan during the Japanese invasion.

Lieutenant (junior grade) Robert W. Rynd, U.S.N., was commended for courage, endurance and determination. After being driven away three times by flames from a plane which had crashed, Rynd made a fourth attempt to rescue the pilot of the fallen craft. He tore a hole in the cockpit with his bare hands and rescued the unconscious pilot.

Lieutenant Commander Carey M. Smith (MC), U.S.N., was commended for gallant conduct, courageous and devoted service rendered in an Army Field Hospital on Bataan during the Japanese attack.

Lieutenant Commander Elbert Claude Wilson, U.S.N.R., was commended for decisively outstanding action, skill and courage in defending his ship against enemy attack.

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S.O.S. - SAVE OUR SECRETS!

## AWARDED NAVY CROSS

Lieutenant Commander Marion Case Cheek, U.S. Naval Reserve, has been awarded the Navy Cross by Secretary of the Navy Frank Knox for "distinguished service in line of his profession" rendered while he was on duty in Manila, P.I.

The citation issued with the medal states:

"Prior to the evacuation of Manila, his services had been valuable in ordinary responsibilities as well as in certain special undertakings. Lieutenant Commander Cheek collaborated in important liaison work and more particularly in matters directly involving combat, volunteering for reconnaissance trips in small craft, and on several occasions was under fire. His counsel and sound judgment were important contributions to the campaign in the Far East."

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## NAVY COMMENDS NINE OFFICERS

Nine Naval officers have been awarded letters of commendation for distinguished service, the group including six who served in the USS LEXINGTON and three U.S. Naval Reservists in charge of armed guard crews which beat off submarine and aerial attacks aimed at the merchant vessels on which they were stationed.

The USS LEXINGTON'S officers were commended for their part in the Coral Sea Battle and the letters went to:

Commander Alexander Foster Junker, USN.

Commander Herbert Spencer Duckworth, USN.

Commander Walter W. Gilmore, Supply Corps, USN. He was killed in action.

Lieutenant Commander Howard R. Healy, USN. He was killed in action.

Lieutenant Commander Edward Joseph O'Donnell, USN.

Lieutenant (junior grade) Harold Ellsworth Williamson, USN.

The three Naval Reservists are:

Ensign Juliaa Wooten Bailey.

Ensign Frederick Strong Fink, Jr.

Ensign Robert Byron Ricks.

Commander Junker, Engineer Officer of the LEXINGTON, was commended for "skill, courage and resourcefulness." "At great personal risk," his commendation stated, "you investigated damage, supervised repair parties, and kept power on the ship until ordered to evacuate your men. You rendered great assistance in directing damage control after Central Station was destroyed and thereby contributed materially toward keeping the ship afloat so that the successful abandonment could be carried out without further loss of life."

"During and after the battle," Commander Duckworth's letter read, "you remained at your post of duty, coolly and efficiently directing the functions of the Air Department, while exposed to bombs, fragments and machine gun fire. When it became necessary to abandon ship, you personally directed and assisted in evacuating the wounded and thereby materially contributed to the reduction of losses to an amazingly small number." Commander Duckworth, who was the LEXINGTON'S Air Officer, was commended for "skill, valor, and devotion to duty."

BE QUICK TO BE QUIET

Commander Gilmore, the Supply Officer of the LEXINGTON, was commended posthumously for "devotion to duty" in a letter which said that his "superlative leadership and efficiency contributed to a marked degree to the maintenance of the high state of morale of the ship's company, which in no small measure assisted in the final victory."

The letter issued posthumously to Lieutenant Commander Healy, the LEXINGTON'S Damage Control Officer, declared that "you maintained excellent control of damage by your direction and supervision of repair parties, displayed complete disregard for your personal safety during the battle, and returned the ship to an even keel and fighting condition. As a result of your devotion to duty and skillful direction of damage control, the loss of life was materially reduced."

Lieutenant Commander O'Donnell was the LEXINGTON'S Gunnery Officer. "During the attack on the LEXINGTON," his letter stated, "you directed the ship's anti-aircraft fire and later directed the control of damage and magazine security, and the rescue of wounded and injured personnel below decks. By your complete disregard of your own safety and your calm, efficient execution of vital tasks, you served as an inspiration to all about you and contributed materially to the small loss of life sustained." He was commended for "skill, courage and endurance."

The Electrical Officer of LEXINGTON, Lieutenant (junior grade) Williamson, was lauded for "courage, skill and endurance." "After your station had been badly damaged by an explosion and all other personnel there killed or badly wounded," his letter declared, "you, at great personal risk and suffering from shock, kept electric power on the ship and a portion of the communications open. Your resourcefulness in directing the evacuation of wounded from the damaged area in spite of smoke, gases and subsequent explosions materially contributed to the small loss of life."

Ensign Bailey was commended for "alertness and devotion to duty" and Ensign Ricks for "skill, courage and devotion to duty" displayed in handling their gun crews in such a manner that enemy submarines were frustrated in attempts to attack merchant vessels in which they were serving.

Ensign Fink was commended for "courage, skill and endurance" displayed while directing his armed guard crew in operations against airplanes which attempted to bomb the merchant vessel in which that crew was stationed. Numerous plane attacks were fought off by the convoy of which his ship was a part.

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### USS QUAIL HEROES REWARDED

The Navy has rewarded with decorations and promotions the heroism of 17 officers and men who served on the USS QUAIL, stout little minesweeper which performed with distinction before the Japanese overran the Philippines.

It was this same group that, in the final hours before Corregidor fell, followed the QUAIL's commanding officer, Lieutenant Commander John H. Morrill, USN, in a daring 2,000-mile dash to Australia in a 36-foot motor launch. But the honors announced today were not for this feat alone.

Their decorations and promotions also were in recognition of their courage in braving enemy artillery fire and machine gun strafing to scuttle the QUAIL and thus prevent it from falling into Japanese hands, in aiding the Army when it called for volunteers to repair Corregidor's crumbling barricades, and in caring for the wounded.

They were recommended by Lieutenant Commander Morrill, whose heroic service during the bombings to which the Japanese subjected the Cavite (P.I.) Navy Yard in the early days of the war had won for him the Navy Cross.

### DEMAND IDENTIFICATION FROM STRANGERS

The Navy Cross was awarded to Donald C. Taylor, and he was promoted from the warrant grade of Gunner to Ensign.

James Howard Steele, Chief Machinist's Mate, USN, was awarded the Silver Star and advanced to the warrant grade of Machinist.

Nicholas George Cucinello, Chief Water Tender, USN, was given the Silver Star and promoted to the warrant grade of Machinist.

George William Head, Chief Pharmacist's Mate, USN, received the Silver Star and promotion to the warrant grade of Pharmacist.

Jack Forest Meeker, Jr., Water Tender First Class, USN, was given the Silver Star and promoted to Chief Water Tender.

The Silver Star went to Charles Ernest Weinmann, Chief Machinist's Mate, USN.

Advancements in ratings for meritorious conduct were made as follows:

Bruce Roland Richardson, from Machinist's Mate 1st Class to Chief Machinist's Mate.

John Samuel Stringer, from Machinist's Mate 1st Class to Chief Machinist's Mate.

Edward Stanley Wolslegel, from Water Tender 1st Class to Chief Water Tender.

Glenn Arthur Swisher, from Machinist's Mate 1st Class to Chief Machinist's Mate.

Philip Martin Binkley, from Signalman 1st Class to Chief Signalman.

Earl Bevin Watkins, from Electrician's Mate 2nd Class to Electrician's Mate 1st Class.

Harold Haley, from Boatswain's Mate 2nd Class to Boatswain's Mate 1st Class.

Ralph William Clarke, from Gunner's Mate 2nd Class to Gunner's Mate 1st Class.

Ralph Waldo Newquist, from Gunner's Mate 2nd Class to Gunner's Mate 1st Class.

Raid Ortemus Rankin, from Coxswain to Boatswain's Mate 2nd Class.

Lyle Joseph Bercier, from Gunner's Mate 3rd Class to Gunner's Mate 2nd Class.

The Navy Cross awarded Ensign Taylor and the Silver Stars given Machinists Steele and Cucinello and to Weinmann and Meeker came in recognition of their heroism in carrying out orders to scuttle the QUAIL issued by Naval officials on May 6 when it became apparent that the fall of Corregidor was imminent.

They volunteered to assist their commanding officer in performing this task, left the shelter of Fort Hughes and raced through exposed areas to the Fort Hughes dock while that place was under heavy artillery barrage. Upon their arrival at the dock, however, they found their ship's small boat sunk and, accordingly, had to swim 200 yards to another boat anchored off the dock.

While in the water the men swam through Japanese artillery fire and numerous airplane strafing attacks, but reached the small boat nevertheless. Ensign Taylor then assumed charge as boat officer and proceeded with his party to the QUAIL, continuing to dodge artillery and airplane machine gun fire en route. The little minesweeper then was scuttled by the group.

"By your great effort, you materially assisted in accomplishing this difficult and dangerous task," stated the citations issued to the five medal recipients. "Your extraordinary heroism and coolness under fire were of the highest order and in keeping with the best traditions of the Navy of the United States."

TAKE TIME TO BE CAREFUL

In recommending Taylor's promotion Lieutenant Commander Morrill pointed out the meritorious service Taylor had rendered as Gunner and Control Officer of the QUAIL throughout the five months of the war while that vessel was in the Corregidor area.

"In this capacity," Lieutenant Commander Morrill reported, "he excelled all others in the number of enemy planes shot down. By his cool, calm direction of his gun crews, he was able to beat off or turn back all enemy air attacks of the dive bomber and strafing type. He was twice recommended for the Navy Cross for specific acts of heroism during this period.

"After the surrender of Corregidor, he had the courage to assist the commanding officer in extricating 16 members of the crew from enemy capture. During a 2,000-mile journey in a small boat with these men, he was of inestimable assistance to his commanding officer in piloting these men through enemy picket lines and in navigating them safely to their destination. He has met every dangerous situation with calm resourcefulness."

"Throughout the war and in many trying circumstances," Lieutenant Commander Morrill stated in recommending Taylor's promotion to Pharmacist, "this man kept the crew of the USS QUAIL in excellent health, mostly in an independent duty status as there was no regular medical officer assigned to the unit to which we were attached. He also contributed greatly to their morale, encouraging the brave to perform their duties efficiently under severe enemy air and artillery attacks. In the final stages of the siege of Corregidor, he was many times called upon for additional duties ashore, aiding the medical officers of the forts in caring for the wounded.

"On one occasion at Fort Hughes, near the last hours before surrender, he took complete charge of the first-aid and preliminary treatment of badly injured men, due to the medical officers themselves being injured.

"When about to be captured by the enemy, he voluntarily chose to attempt to escape, even though it was explained to him that it was extremely dangerous for him to do so. In attendance upon the 15 other men and two officers in a small boat on a 2,000-mile journey over a period of 31 days, he not only kept all members in good health, without a single instance of serious illness, but he also acted as dietician, inspected and treated all fresh water and food, and was at all times an asset to morale.

"By his own foresight, he brought a plentiful supply of medical equipment and supplies on this trip. He frequently and successfully administered first-aid treatment to natives of islands visited and by this means and by means of his personality, invariably effected friendly relations with suspicious natives, thereby greatly contributing to the successful outcome of the voyage."

Lieutenant Commander Morrill also submitted a report with his recommendations for the promotions given to Richardson, Stringer, Wolslegel, Swisher, Meeker, Binkley, Watkins, Haley, Clarke, Newquist, Rankin and Bercier, which said:

"During the last hours before surrender of that fortress (Corregidor), they were among those who responded to the urgent call made by the Army for volunteers to repair the crumbling shelter barricades.

"After surrender of the forts and when opportunity was offered to them to escape, it was explained to them carefully that if caught by the enemy they would undoubtedly be shot as guerillas and that there was grave danger of their being so caught due to the tightness of the enemy's boat picket lines. In spite of the danger, they all enthusiastically desired to make the attempt. Throughout the many dangers and hardships of their trip from Corregidor to Darwin, Australia, they never once lost their courage or resolution."

\* \* \* \* \*

WHEN YOU BARK - HE MAY BITE

## 15 OFFICERS AND MEN COMMENDED

The Navy has commended 15 officers and enlisted men for outstanding performance of duty, five of them U. S. Naval Reserve officers in charge of armed guard crews stationed aboard merchant vessels.

Lieutenant (junior grade) Robert B. Bolt, one of the armed guard officers, was commended for "courage and skill" in directing machine gun fire which beat off a Japanese four-motored bomber attacking his ship in the Bay of Bengal. The plane later landed and was captured and seven dead enemy airmen were found inside.

As previously related in a Navy Department release on June 17, 1942, the plane in its first attack dropped two bombs, one a near miss and the other scoring a hit in one of the merchant craft's hatches. When it returned for a second attack the plane was driven away by machine guns manned by Lieutenant (junior grade) Bolt's crew.

Lieutenant (junior grade) Harrison Smith, was cited for "alertness, endurance and valor" which saved his ship. On one occasion he spotted enemy bombers and opened fire on them before escort vessels saw the planes. His crew's gunfire diverted the planes and caused them to drop their torpedoes so that they passed harmlessly astern. "In addition," his citation said, "you gallantly fought off numerous other attacks during the voyage."

Lieutenant (junior grade) Robert B. Berry, despite confusion existing after his merchant ship was torpedoed, was able to get his gun crew off safely and was commended for his "skill, bravery, courage and perserverance." Although the vessel sank in about 10 minutes, only one of its company was lost.

Lieutenant (junior grade) William G. Maxson, stood by the captain of his vessel when it was torpedoed and sunk, and, "without fear, valiantly endeavored to avenge the loss of the ship by firing on what appeared in the darkness to be the enemy." He was commended for "courage, skill and devotion to duty."

Lieutenant (junior grade) Dan R. Schwartz, was commended for "gallant conduct" in a similar incident. When his ship was struck by a torpedo and began to sink his crew fired several rounds at a "moving slick." The ship was abandoned, but it became evident that it would not sink immediately and he returned to the vessel with volunteers and again fired upon the "moving slick" when it was seen again. The submarine fired another torpedo and the ship sank shortly thereafter. The gun crew got off safely, however.

Two enlisted men were commended for their "courage, skill and tenacity in the performance of duty" displayed when a United States submarine evacuated a group of Australian aviators stranded on an island in the Netherlands East Indies that was in control of the Japanese.

The men, Leonard Belmont Markeson, Quartermaster 1st Class, U.S.N., and Joseph Leo McGrievy, Signalman 1st Class, U.S.N., were members of a small boat's crew which made several trips between their ship and the shore to take off the stranded airmen.

"After contact was established with the Australians by signalling and rescue operations had begun," their commendations read, "you helped a number of men through the surf to the boat, rescued one drowning man, and hauled an unconscious man out through the surf, depositing him safely in the boat."

Carpenter Robert M. Metzger, U.S.N., who participated in diving operations when the USS O-9 sank during diving tests off Portsmouth, N.H., June 27, 1941, was commended for "skill and courage".

"You surmounted all obstacles and descended to the ocean floor at the depth of 440 feet, deeper than any diver had ever gone before," his commendation stated.

SPIES ARE HABITUALLY INQUISITIVE

Another diver, Emerson Denmark Buie, Chief Gunner's Mate, U.S.N., was commended for performing a "difficult and hazardous duty" when he countermined an unexploded depth charge lying in the vicinity of a vessel on which salvage work was being conducted. His commendation said that he "unhesitatingly undertook this dangerous task and successfully executed it."

Lieutenant (junior grade) Paul E. Anderson, U.S.N.R., who sacrificed his life in an effort to prevent an accident which occurred during carrier landing practice at Monogram Field, Nansemond County, Virginia, May 19, 1942, was commended for "valor and devotion to duty."

He was acting in the capacity of landing signal officer at the time and observed a plane approaching in a dangerous manner. He remained at his post, however, and, despite imminent danger to himself, attempted by every signal possible to help the pilot avert a crash landing, continuing to signal until it became impossible for him to avoid the onrushing plane.

Orin Daniel Smith, Pharmacist's Mate 1st Class, U.S.N., was commended for "devotion to duty" during the Pearl Harbor attack on December 7. He was wounded in the leg while serving as a member of the crew of an ambulance which was strafed, but despite considerable pain and discomfort assumed duty as a member of a dressing station crew after having his wound dressed.

Ensign Charles Odell Passapae, U.S.N.R., was commended for courage shown when he leaped into shark-infested waters to rescue an enlisted man from drowning at Balboa, Canal Zone.

James Wesley Moreland, Gunner's Mate 2nd Class, U.S.N., and Herbert Newton Hurd, Jr., Machinist's Mate 2nd Class, U.S.N., were commended for rescuing shipmates from drowning, while Leonard Peter Carlson, Machinist's Mate 1st Class, U.S.N.R., was commended for rescuing a woman from drowning.

Carlson and Moreland have been awarded the Silver Life Saving Medal.

#### **SIX ENLISTED MEN RECEIVE MERITORIOUS ADVANCEMENTS**

Six enlisted men have been advanced in rating for meritorious conduct and commended by Secretary of the Navy Frank Knox "for distinguished devotion to duty and extraordinary courage and disregard" of their personal safety during the Japanese attack on Pearl Harbor, December 7, 1941.

John Moreno Caparelli, was advanced from aviation ordnanceman, first class, to aviation chief ordnanceman. He manned a machine gun between two aircraft hangars and kept firing at enemy planes despite severe bombing and strafing. Caparelli subsequently has been advanced to warrant officer.

Joseph Talley Crownover, was advanced from radioman, first class, to chief radioman. He helped to set up a machine gun and manned it until wounded by shrapnel.

Fred Morgan Llewellyn, was advanced from radioman, second class, to radioman, first class. He helped to maintain the supply of ammunition to machine guns by remaining in a burning hangar until wounded.

Dale Shope Lyons, was advanced from aviation machinist's mate, first class, to aviation chief machinist's mate. He helped to maintain the supply of ammunition to machine guns in a burning hangar until wounded.

Clayton Warren Perry, was advanced from aviation radioman, first class, to aviation chief radioman. He attempted to man a machine gun under heavy fire and later drove a mortally wounded officer to aid despite strafing by an enemy plane. He then returned to assist in removing materiel from danger amid fire and explosions.

**PLAYING WITH WORDS IS LIKE PLAYING WITH FIRE**

Edward Louis Wentzlaff, was advanced from aviation ordnanceman, second class, to aviation ordnanceman, first class. While aboard ship he spotted enemy torpedo planes attacking a nearby craft. He rushed to make secure portions of his ship, but bombs had already begun to fall, and fire was started. He assisted in firefighting and thereafter assisted in rescuing wounded officers and men.

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## 28 COMMENDED FOR HEROISM ABOARD USS PECOS

Twenty-eight enlisted men have been commended by Secretary of the Navy Frank Knox for heroism and for outstanding performance of duty when the USS PECOS, a small tanker, was sunk by the Japanese in waters south of Java.

Included in the group receiving commendations are five survivors from the aircraft tender USS LANGLEY, who were picked-up by the PECOS after their ship was sunk. Loss of these two vessels occurred during late February and early March was announced previously.

Thirteen of those commended are listed on service records as missing in action, while another is listed as dead.

Harland Donald Metz, Storekeeper 3d Class, U.S.N., was cited for his action in volunteering to man a machine gun on the starboard machine gun platform after the regular gunner had been killed.

Metz, a member of the PECOS' crew, "cooly and courageously fired the gun for the remainder of the action although his experience for firing the gun was extremely limited," his commendation states.

One of the LANGLEY survivors, Roy Thompson McNabb, Seaman 1st Class, U.S.N., was commended for training an anti-aircraft gun throughout the action after a bomb explosion killed or wounded several members of the gun crew.

Secretary Knox commended another LANGLEY survivor, Reginald Mills, Gunner's Mate 3d Class, U.S.N., for operating a machine gun "in a most creditable and courageous manner" after the man handling this weapon had been killed.

Gustave Joseph Peluso, Chief Yeoman, U.S.N., another LANGLEY man picked up by the PECOS, went to the PECOS' bridge during the action against the enemy and "made himself extremely useful."

Peluso's "foresight, courage, and presence of mind throughout most of the action were of great assistance to the bridge force," his citation asserts.

Robert Benjamin Christensen, Seaman 2d Class, U.S.N., procured a rescue breathing apparatus and a fire hose, entered a cargo space strange to him and extinguished a fire when a bomb exploded in the compartment. Christensen also was a LANGLEY survivor.

Another commended by Secretary Knox is Ralph Edward Schuler, Fireman 1st Class, U.S.N. His commendation sets forth that "This man, assigned to the engine room, having learned that the main cargo pumps were not operating properly due to injury to personnel, volunteered to go to the cargo pump room and operate these pumps, which he did throughout the remaining action. He thus exposed himself to additional danger above his assigned duties."

Roy Joseph Marchand, Fireman 1st Class, U.S.N., is the man who was commended posthumously by Secretary Knox.

"Marchand," the commendation asserts, "while acting as pumper on an anti-aircraft gun, calmly and courageously carried on his duties until about halfway through the action, when bomb fragments put the pumping system out of order. He then remained and acted as messenger for the Captain until he was fatally wounded in the action."

Alfred Leroy Hagel, Chief Machinist's Mate, U.S.N., who was senior petty officer stationed in the engine room, twice voluntarily made complete inspection of damage to piping and tanks and reported conditions to the Engineer Officer.

Hagel's action greatly facilitated damage control operations and his citation asserts that "his courageous and competent actions are considered above and beyond his regular duties, which he performed ably and well."

Hagel is listed on service records as missing in action.

Luther Bryan Saxton, Chief Storekeeper, U.S.N., was commended by Secretary Knox for "his cool courage as gun control talker on the bridge."

His actions "facilitated all commands given by the Commanding Officer and throughout the action he calmly gave all words passed in a most efficient action." He was wounded by a bomb fragment, but refused to leave his station for first aid.

When the Commanding Officer gave the order to "abandon ship," Saxton went to the Pay Office and obtained the pay records of the ship's personnel. He held onto these records for four hours while in the water, but finally had to drop them in order to board a destroyer which picked up PECOS survivors.

The remaining commendations are identical and assert that the recipients "cooly, calmly and bravely performed all duties in an outstanding manner throughout the action."

Those commended whose names are not carried on Navy casualty lists are as follows:

Robert Charles Larrabee, Seaman 1st Class, U.S.N.

Kenneth Wilson Bruce, Boilermaker 2d Class, U.S.N.

Robert Wesley Stoner, Fireman 1st Class, U.S.N.

James Harry Long, Carpenter's Mate 2d Class, U.S.N.

Floyd Challen Young, Seaman 1st Class, U.S.N.

Joseph Balitzki, Coxswain, U.S.N.

George Washington Harman, Jr., Chief Machinist's Mate, U.S.N.

Others commended who are listed as missing in action are as follows:

Robert Lannon Osborne, Quartermaster 2d Class, U.S.N.

Frank Lee Timmons, Chief Gunner's Mate, U.S.N.

Lawrence Gray Weiss, Shipfitter 1st Class, U.S.N.

Marion Thomas Earhart, Signalman 2d Class, U.S.N.

Roscoe Clayton Stevens, Chief Carpenter's Mate, U.S.N.

Clyde Ora Bryant, Machinist's Mate 1st Class, U.S.N.

Charles Edward Menten, Machinist's Mate 1st Class, U.S.N.

Harley Leo Berry, Quartermaster 1st Class, U.S.N.

John Arthur Fast, Pharmacist's Mate 3d Class, U.S.N.

BETTER BE SILENT THAN SORRY

Robert Lee Frost, Jr., Pharmacist's Mate 3d Class, U.S.N.

Samuel Donald Miller, Boatswain's Mate 1st Class, U.S.N

Alfred Charles Moyle, Pharmacist's Mate 1st Class, U.S.N.

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### THREE ENLISTED MEN ADVANCED

Three enlisted men have received meritorious advancements in rating.

Floyd Delbert Adkins, was advanced from aviation machinist's mate, second class, to aviation machinist's mate, first class. His advance in rating was given for courage, ingenuity and determination displayed in action with the enemy.

Onesime Morris DeFoe, was advanced from ship's cook, first class, to chief commissary steward for alert performance of his duty while on watch as a battle lookout.

Roland Walter Mock, was advanced from signalman, first class, to chief signalman. He took an active part in fire fighting and rescue work after bombing attacks on the Navy Yard, Cavite, P.I.

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### FIVE ENLISTED MEN RECEIVE MERITORIOUS ADVANCEMENTS

Five enlisted men have received meritorious advancements in rating for their work in action against the enemy.

James Joseph Donnelly, USN, was advanced from ship's cook, first class, to chief commissary steward for exceptional work in providing meals without the help of a trained assistant for the entire crew of the ship to which he has been attached during war patrol periods.

Feign Devaul Draper, USN, was advanced from machinist's mate, first class, to chief machinist's mate. Draper was largely responsible for the fine engineering performance of the vessel to which he was attached during war patrols. He showed exceptional ability under battle conditions.

Vernor Feild, USN, was advanced from fire-controlman, first class, to chief fire-controlman. He did unusually fine work in keeping the fire control system of the vessel to which he was attached in excellent running condition during long war patrol periods. He was partly responsible for the high percentage of torpedo hits made by his ship.

Herman Troy Little, USN, was advanced from electrician's mate, first class, to chief electrician's mate. He performed ingenious work on electrical and other equipment, working long hours under trying conditions.

Merlin James Murray, USN, was advanced from machinist's mate, first class, to chief machinist's mate. He showed exceptional ingenuity and perseverance in maintaining the operating efficiency of machinery during war patrol.

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### MARINE OFFICER'S BRAVERY WINS AWARD

For his bravery in action and for continuing to lead his men though mortally wounded, 2nd Lieutenant Carleton E. Simensen, USMC, has been awarded posthumously a letter of commendation by Secretary of the Navy Frank Knox.

WHAT FIFTH COLUMNISTS DON'T KNOW WON'T HURT YOU

During the first few moments of the Japanese bombardment of Pearl Harbor December 7, Lieutenant Simensen, without hesitation, led his Marines up the exposed ladders of the mainmast of the USS ARIZONA in the midst of extremely heavy bombing and almost constant strafing attacks. As they reached the searchlight platform he was fatally wounded. Just before he died he motioned to his comrades not to assist him, but to continue instead to their battle stations.

The Secretary's letter of commendation says in part: "His splendid leadership and his heroic action in urging his men on when he himself had been mortally wounded, add further lustre to the annals of the Marine Corps and were in keeping with the highest traditions of the Naval Service."

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### 18 MARINES COMMENDED POSTHUMOUSLY FOR HEROIC ACTION ABOARD USS LEXINGTON

Eighteen enlisted Marines who were killed in action aboard the USS LEXINGTON have been commended by their superior officers for setting "an example of courage and devotion to duty of the highest order."

Members of the crew of Number Two Anti-Aircraft Battery on the aircraft carrier, the 18 men were cited as follows: "They remained at their posts efficiently performing assigned duties during strafing, explosions of torpedoes in the near vicinity of the battery, and after an aerial bomb had exploded and fired a locker of heavy ammunition at the battery.

"They extinguished the fire, policed the battery and readied the only remaining serviceable gun for further defense of the ship. As a result of their actions, they efficiently assisted in the defense of LEXINGTON by fast, accurate fire under extremely difficult circumstances."

Corporal Elwin E. Smith	Private 1st class Arthur W. Carson
Corporal John R. Harshbarger	Private 1st class Marvin B. Schuessel
Corporal Oliver D. Nicholson	Private 1st class Layne Nordstrom
Corporal Robert A. Herzog	Private Gail L. Sherwood
Private 1st class Donald J. Sibling	Private John M. Steele
Private 1st class Francis M. Woods	Private Ellis M. Hulse
Private 1st class Henry Zemola	Private M. L. Landwehr
Private 1st class Edward J. Juskowski	Private James J. Corbin
Private 1st class Richard T. Anderson	Private Leonard S. Mayfield

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### TWO COMMENDED FOR PART IN SALVAGE WORK

Two enlisted men who volunteered for diving training and instructions which subsequently enabled them to aid in the salvage of a ship damaged in the Pearl Harbor attack on December 7 have been commended by Secretary of the Navy Frank Knox.

The men, both chief water tenders in the regular Navy, are: William Herbert Carnes and Francis Louis Haley.

Declaring that the Navy Department has been informed of the services they rendered during salvage operations in the vessel, Secretary Knox issued the following citation to each man:

"You volunteered for diving training and instructions in order to qualify for this arduous duty. You worked in the interior of that vessel under extremely difficult and hazardous conditions, which required a high degree of stamina, courage and determination. The fact that the stability of the vessel was maintained at all times during the salvage operations was largely due to your untiring efforts."

\* \* \* \* \*

KEEP YOUR OWN COUNSEL

**SIX ENLISTED MEN COMMENDED FOR LIFE SAVING;  
ANOTHER WINS MEDAL**

Six enlisted men have been commended by Secretary of the Navy Frank Knox for saving comrades in arms from drowning, and another has been awarded the Treasury Department's Silver Life Saving Medal.

The men commended are as follows:

Bill Davison, seaman, second class, rescued a shipmate who had fallen overboard in shark infested waters.

Grant Gerhard Gullickson, machinist's mate, second class, saved another enlisted man from drowning by keeping him afloat until picked up. Gullickson swam among barnacle covered pilings and received lacerations and scratches.

Dan Edward Guthrie, boatswain's mate, first class, assisted a mess attendant who had fallen overboard and safely brought him to a rescue boat.

William Eugene Links, aviation ordnanceman, third class, assisted a shipmate who had fallen overboard until a gig picked them up.

William Hackert Phillips, quartermaster, third class, rescued a shipmate who had fallen overboard in shark infested waters.

Frank Joseph Zbiral, fireman, second class, went to the rescue of two shipmates. One shipmate fell overboard. Another went to his rescue. When Zbiral saw that the rescuer was having a difficult time he dove in and assisted in saving the first man's life.

James Wesley Moreland, gunner's mate, second class, received the Treasury Department's Silver Life Saving Medal for rescuing a shipmate from drowning.

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**OFFICERS AND MEN OF THE ARMED GUARD WHO HAVE RECEIVED  
MEDALS AND LETTERS OF COMMENDATION TO AUGUST 17, 1942**

Wyland, H. L.	Cox.	USN	Ltr. Commendation by the Secretary of the Navy
Toole, J.B.	AS	USNR	Ltr. Commendation by Chief of Naval Personnel
Terry, J. T.	AS	USNR	Ltr. Commendation by Chief of Naval Personnel
Strieb, H.A.	AS	USN	Ltr. Commendation by Chief of Naval Personnel
Stevens, C. D.	AS	USN	Ltr. Commendation by Chief of Naval Personnel
Hale, M. Otto	Sea1c	USNR	Ltr. Commendation by the Secretary of the Navy
D'Argonne, Gordian	Sea1c	USN	Ltr. Commendation by the Secretary of the Navy
Bailey, Julian W.	Ens	USNR	Ltr. Commendation by Chief of Naval Personnel
Hagen, John T.	AS	USNR	Ltr. Commendation by Chief of Naval Personnel
Hall, Henry E.	AS	USNR	Ltr. Commendation by Chief of Naval Personnel
Maxson, Wm.	Ens	USNR	Ltr. Commendation by Chief of Naval Personnel
Davault, J.B.	Sea1c	USN	Ltr. Commendation by Chief of Naval Personnel
Harris,	Sea2c	USNR	Ltr. Commendation by Chief of Naval Personnel
Harden,	AS	USNR	Ltr. Commendation by Chief of Naval Personnel
Hardie,	AS	USNR	Ltr. Commendation by Chief of Naval Personnel
Harper,	AS	USNR	Ltr. Commendation by Chief of Naval Personnel
Hall,	AS	USNR	Ltr. Commendation by Chief of Naval Personnel
Handy,	Sea2c	USNR	Ltr. Commendation by Chief of Naval Personnel
Harry,	AS	USNR	Ltr. Commendation by Chief of Naval Personnel
Haddad,	AS	USNR	Ltr. Commendation by Chief of Naval Personnel
Brinn, Rufus E.	Ens	USNR	Silver Star and Ltr. Commendation by the Secretary of the Navy.
Decottes, Eaton P.	BM1c	USNR	Silver Star and Ltr. Commendation by the Secretary of the Navy.

HEAR EVERYTHING, SEE EVERYTHING, SAY NOTHING

Newman, Edwin B.	Cox	USNR	Silver Star and Ltr. Commendation by the Secretary of the Navy.
Schill, Gustav Jr.	GM3c	USNR	Silver Star and Ltr. Commendation by the Secretary of the Navy.
Hoban, Ed C.	GM3c	USNR	Silver Star and Ltr. Commendation by the Secretary of the Navy.
Dixon, Thormes J.	GM3c	USNR	Silver Star and Ltr. Commendation by the Secretary of the Navy.
Plyant, Julian D.	Sea1c	USNR	Ltr. Commendation by Chief of Naval Personnel
Price, Peter	Sea2c	USNR	Ltr. Commendation by Chief of Naval Personnel
Franzeo, Gabriel	Sea2c	USNR	Ltr. Commendation by Chief of Naval Personnel
Smith, Edgar	Sea2c	USNR	Ltr. Commendation by Chief of Naval Personnel
Smith, Clarence, Jr.	Sea2c	USNR	Ltr. Commendation by Chief of Naval Personnel
Sharkey, Ch. M	Cox	USN	Ltr. Commendation by Secretary of Navy
Rawls, Ernest E.	AS	USNR	Ltr. Commendation by Chief of Naval Personnel
Widgeon, George Jr.	AS	USN	Ltr. Commendation by Chief of Naval Personnel
Chapman, Claude H.	Sea2c	USNR	Ltr. Commendation by Chief of Naval Personnel
Moore, James C.	AS	USNR	Ltr. Commendation by Chief of Naval Personnel
Smith, Edwin L.	AS	USNR	Ltr. Commendation by Chief of Naval Personnel
Fink, Frederick S.	Ens.	USNR	Silver Star Medal and Ltr. Commendation by the Secretary of the Navy.
Shipley, Francis M.	Cox.	USN	Silver Star Medal and Ltr. Commendation by the Secretary of the Navy.
Harkey, Paul K.	AS	USNR	Ltr. Commendation by Chief of Naval Personnel
Haynes, John L.	AS	USN	Ltr. Commendation by Chief of Naval Personnel
Jones, Cole Jr.	AS	USNR	Ltr. Commendation by Chief of Naval Personnel
Kelly, Ben J.	AS	USNR	Ltr. Commendation by Chief of Naval Personnel
Latimer, Robert S.	AS	USNR	Ltr. Commendation by Chief of Naval Personnel
McGrath, Timothy F.	AS	USNR	Ltr. Commendation by Chief of Naval Personnel
Manor, Rudolph	AS	USN	Ltr. Commendation by Chief of Naval Personnel
Sherbno, Ch. F.	Cox	USNR	Ltr. Commendation by Chief of Naval Personnel
Harrell, Wm. T.	AS	USNR	Ltr. Commendation by Chief of Naval Personnel
Waddell, Virgil W.	AS	USN	Ltr. Commendation by Chief of Naval Personnel
Radney, Lowell	AS	USNR	Ltr. Commendation by Chief of Naval Personnel
Smith, Tommie	AS	USNR	Ltr. Commendation by Chief of Naval Personnel
Ricks, Robert B.	Ens.	USNR	Silver Star Medal and Ltr. Commendation by the Secretary of the Navy.
O'Savage, Jos.	Cox.	USNR	Silver Star Medal and Ltr. Commendation by the Secretary of the Navy.
Mosier, Milton Jr.	AS	USN	Ltr. Commendation by Chief of Naval Personnel
Thomas, Harman H.	AS	USN	Ltr. Commendation by Chief of Naval Personnel
Wilcox, Arthur E.	AS	USNR	Ltr. Commendation by Chief of Naval Personnel
Griffin, Wesley	Sea2c	USN	Ltr. Commendation by Chief of Naval Personnel
Belt, Robert B.	Ens.	USNR	Silver Star Medal and Ltr. of Commendation by The Secretary of the Navy.
Garner, Ralph J.	Cox	USN	Silver Star Medal and Ltr. of Commendation by The Secretary of the Navy.
Bentinger, Gordon	AS	USNR	Ltr. Commendation by Chief of Naval Personnel
Edmondson, Darrel	Sea2c	USN	Ltr. Commendation by Chief of Naval Personnel
Edwards, Manuel	AS	USN	Ltr. Commendation by Chief of Naval Personnel
Elliott, Rex	AS	USN	Ltr. Commendation by Chief of Naval Personnel
Dosnen, Arthur Jr.	Sea2c	USNR	Ltr. Commendation by Chief of Naval Personnel
Doran, Raymond W.	AS	USN	Ltr. Commendation by Chief of Naval Personnel
Dalton, Jack N.	Sea2c	USN	Ltr. Commendation by Chief of Naval Personnel
Weiss, Otto H. Jr.	Cox	USNR	Ltr. Commendation by Secretary of the Navy
Shipley, Stuart A.	AS	USNR	Ltr. Commendation by Chief of Naval Personnel
Taylor, Harry J.	AS	USNR	Ltr. Commendation by Chief of Naval Personnel
Tucker, Thoms. D. Jr.	AS	USNR	Ltr. Commendation by Chief of Naval Personnel
Turner, Roland M.	AS	USNR	Ltr. Commendation by Chief of Naval Personnel
Spaulding, John H.	AS	USNR	Ltr. Commendation by Chief of Naval Personnel

Tucker, Ewell S.	AS	USNR	Ltr. Commendation by Chief of Naval Personnel
Pickler, David A.	Ens.	USNR	Ltr. Commendation by Secretary of the Navy
Lazetera, E.J.	Cox	USNR	Ltr. Commendation by Secretary of the Navy
Williams, Allen W.	AS	USN	Ltr. Commendation by Chief of Naval Personnel
Wills, Kenneth A.	AS	USN	Ltr. Commendation by Chief of Naval Personnel
Whittington, Lloyd	AS	USN	Ltr. Commendation by Chief of Naval Personnel
Wade, Ralph W.	AS	USN	Ltr. Commendation by Chief of Naval Personnel
Williams, Lawrence A.	AS	USN	Ltr. Commendation by Chief of Naval Personnel
Smalley, Harvey Jr.	Cox	USNR	Ltr. Commendation by Secretary of the Navy
Kramer, Sidney	AS	USNR	Ltr. Commendation by Chief of Naval Personnel
Lohse, Clarence K.	AS	USNR	Ltr. Commendation by Chief of Naval Personnel
McCabe, Burton E.	AS	USN	Ltr. Commendation by Chief of Naval Personnel
Markham, Claron D.	AS	USNR	Ltr. Commendation by Chief of Naval Personnel
Lamborn, Max	AS	USNR	Ltr. Commendation by Chief of Naval Personnel
Williams, Walter M.	AS	USNR	Ltr. Commendation by Chief of Naval Personnel
Young, Wm. G. Jr.	RM3c	USNR	Ltr. Commendation by Chief of Naval Personnel
Jackson, Ch. K.	S2c	USNR	Ltr. Commendation by Chief of Naval Personnel
Dubose, Selba Lee	GM2c	USNR	Ltr. Commendation by Chief of Naval Personnel
Clark, Claude, Jr.	Sea2c	USNR	Suitable entry in Service Record
Kleine, Bill	Sea2c	USNR	Suitable entry in Service Record
Knoblock, Kenneth	Sea2c	USNR	Suitable entry in Service Record
Carelli, Laurence	Sea2c	USN	Suitable entry in Service Record
Campbell, Thurlow	Sea2c	USNR	Suitable entry in Service Record
Curtis, Richard J.	Sea2c	USN	Suitable entry in Service Record
Cody, Wallace E.	Sea2c	USN	Suitable entry in Service Record
Chambers, Virgil	Sea2c	USNR	Suitable entry in Service Record
Dax, Jos. S.	Sea2c	USN	Suitable entry in Service Record
Smith, Harrison	Ens.	USNR	Ltr. Commendation by Secretary of the Navy
Lewis, Mark O.	Sea1c	USN	Ltr. Commendation by Chief of Naval Personnel
Lenihan, Timothy	Sea1c	USNR	Ltr. Commendation by Chief of Naval Personnel
Doyle, M.F.	Cox.	USN	Silver Star Medal and Letter Commendation by the Secretary of the Navy
Marshall, Hunter (Deceased)	Ens	USNR	Silver Star Medal and Letter of Commendation by the Secretary of the Navy.
Seivertson, Charles (Deceased)	AS	USN	Posthumous Ltr. Commendation by Secretary of the Navy
Shipp, Delbert R.	AS	USN	Ltr. Commendation by Secretary of the Navy
Shunk, Donald F.	AS	USN	Ltr. Commendation by Secretary of the Navy
Sienecki, Valentine	AS	USN	Ltr. Commendation by Secretary of the Navy
Simbulan, Quirino, Jr.,	AS	USN	Ltr. Commendation by Secretary of the Navy
Skaling, Howard D.	GM3c	USN	Silver Star Medal and Letter of Commendation by Secretary of the Navy, (Post.)
Skrelunas, Jos.	AS	USN	Post. Ltr. Commendation by the Secretary of the Navy.
Smursta, John W.	AS	USN	Post. Ltr. Commendation by the Secretary of the Navy.
Waller, John J. (only survivor)	Sea2c	USN	Silver Star Medal and Letter Commendation by Secretary of the Navy
Collins, Wilber P.	Ens.	USNR	Silver Star Medal
McLeod, John N. Jr.	GM3c	USN	Silver Star Medal
Rahn, Raymond K.	Sea2c	USNR	Ltr. Commendation by Chief of Naval Personnel
Rees, George R.	Sea2c	USNR	Ltr. Commendation by Chief of Naval Personnel
Regan, Eugene	Sea2c	USNR	Ltr. Commendation by Chief of Naval Personnel
Thompson, Donald B.	Sea2c	USN	Ltr. Commendation by Chief of Naval Personnel
Probert, Arthur H.	Sea2c	USN	Ltr. Commendation by Chief of Naval Personnel
Pottger, Wm. R.	Sea2c	USNR	Ltr. Commendation by Chief of Naval Personnel
Van Buskirk, Lester	Sea2c	USNR	Ltr. Commendation by Chief of Naval Personnel
Fredericks, Harry C.	Cox.	USN	Silver Star Medal and Ltr. Commendation by the Secretary of the Navy

TALK IS CHEAP - WHEN IT'S NOT AN EXPENSIVE LIABILITY

Harrison, Woodrow W.	Sea2c	USN	Silver Star Medal and Ltr. Commendation by the Secretary of the Navy
Berry, Robert B.	Lt. (jg)	USNR	Ltr. Commendation by Secretary of the Navy
Gallegos, Faustin	AS	USNR	Ltr. Commendation by Secretary of the Navy
Lewis, Thurston J.	AS	USNR	Ltr. Commendation by Chief of Naval Personnel
Ritter, Howard	Sea1c	USNR	Ltr. Commendation by Chief of Naval Personnel
Goodwin, Ch. W.	AS	USNR	Ltr. Commendation by Chief of Naval Personnel
Gaines, Raymond D.	AS	USNR	Ltr. Commendation by Chief of Naval Personnel
Gilbert, Thos.	AS	USNR	Ltr. Commendation by Chief of Naval Personnel
Garrett, Carroll	AS	USNR	Ltr. Commendation by Chief of Naval Personnel
Goad, Albert L.	AS	USNR	Ltr. Commendation by Chief of Naval Personnel
Pinson, Grover C.	SEA2c	USNR	Ltr. Commendation by Chief of Naval Personnel
Lewis, Ted B.	AS	USNR	Ltr. Commendation by Chief of Naval Personnel
McLeod, Malcolm	Ens	USNR	Ltr. Commendation by Chief of Naval Personnel
Rust, Albert M.	Cox	USNR	Ltr. Commendation by Chief of Naval Personnel
Hannan, Jack C.	AS	USNR	Ltr. Commendation by Chief of Naval Personnel
Adams, Roy L.	AS	USNR	Ltr. Commendation by Chief of Naval Personnel
Graves, Dorsey L.	AS	USNR	Ltr. Commendation by Chief of Naval Personnel
Schwartz, Dan R.	Lt. (jg)	USNR	Ltr. Commendation by Secretary of the Navy
Taylor, Wm. C.	Cox	USN	Ltr. Commendation by Secretary of the Navy
Fulke, Wyatt B.	Sea2c	USNR	Ltr. Commendation by Chief of Naval Personnel
Osborne, John K.	AS	USNR	Ltr. Commendation by Chief of Naval Personnel
Papauskas, Anth.	Sea2c	USNR	Ltr. Commendation by Chief of Naval Personnel
Harkness, C. H.	Sea2c	USNR	Ltr. Commendation by Chief of Naval Personnel
Payne, Thos. F.	Sea2c	USNR	Ltr. Commendation by Chief of Naval Personnel
Hall, L.F.	Sea2c	USNR	Ltr. Commendation by Chief of Naval Personnel
Neal, Connie M.	Sea2c	USNR	Ltr. Commendation by Chief of Naval Personnel
Montgomery, Ray C.	Sea2c	USNR	Ltr. Commendation by Chief of Naval Personnel
Owens, Graves	Sea2c	USNR	Ltr. Commendation by Chief of Naval Personnel
Fowler, Codell	AS	USNR	Ltr. Commendation by Chief of Naval Personnel
Huggins, R. C.	Sea2c	USNR	Ltr. Commendation by Chief of Naval Personnel
Anderson, Al. W.	Ens.	USNR	Silver Star Medal
Abasta, Frank P.	AS	USN	Silver Star Medal
Pickern, Edgar V.	AS	USNR	Ltr. Commendation by Chief of Naval Personnel
Stetz, Frank C.	AS	USNR	Ltr. Commendation by Chief of Naval Personnel
(Last four above-named men missing)			
Marhold, Robert	Cox	USNR	Ltr. Commendation by Chief of Naval Personnel
Straw, Arlie, R.	AS	USNR	Ltr. Commendation by Chief of Naval Personnel
Spokes, John S.	AS	USNR	Ltr. Commendation by Chief of Naval Personnel
(Last three above-named men injured)			
Perryman, Wm. P.	AS	USNR	Ltr. Commendation by Chief of Naval Personnel
Phillips, Freddie	AS	USNR	Ltr. Commendation by Chief of Naval Personnel
Baldwin, Clyde D.	AS	USNR	Ltr. Commendation by Chief of Naval Personnel
Stevens, Henry C.	AS	USNR	Ltr. Commendation by Chief of Naval Personnel
Stanley, Lloyd A.	Sea2c	USN	Ltr. Commendation by Chief of Naval Personnel
Swope, John S.	AS	USNR	Ltr. Commendation by Chief of Naval Personnel
Kissinger, John Jr.	Sea2c	USN	Ltr. Commendation by Chief of Naval Personnel
Cudat, Walter J.	Ens.	USNR	Ltr. Commendation by Secretary of the Navy
Wilson, Harry P.	Cox	USN	Ltr. Commendation by Secretary of the Navy
Evans, Richard G.	Sea2c	USNR	Ltr. Commendation by Chief of Naval Personnel
Duciaome, Albert L.	Sea2c	USN	Ltr. Commendation by Chief of Naval Personnel
Edrington, John Wm.	Sea2c	USN	Ltr. Commendation by Chief of Naval Personnel
England, Robert	Sea2c	USN	Ltr. Commendation by Chief of Naval Personnel
Augustine, Ralph A.	Sea2c	USN	Ltr. Commendation by Chief of Naval Personnel
Anderson, Fred	Sea2c	USNR	Ltr. Commendation by Chief of Naval Personnel
Schmidt, Harvey	Sea2c	USN	Ltr. Commendation by Chief of Naval Personnel
Caldwell, Wm. H.	RM3c	USN	Ltr. Commendation by Chief of Naval Personnel
Fox, Ernest L.	SM2c	USN	Ltr. Commendation by Chief of Naval Personnel

BEWARE OF INQUISITIVE FRIENDS

**ARMY DECORATIONS AWARDED TO NAVAL PERSONNEL  
TO AUGUST 26, 1942**

Distinguished Service Cross Awarded by the Army:

BROWN, Robert J., (Deceased), Private, 1st Class, USMC  
BULKELEY, John D., Lieutenant Commander, USN (Oak Leaf  
Cluster in lieu of Second Distinguished Service Cross)  
COX, George E., Ensign, USNR  
DONALDSON, Trose Emmett, (Deceased), Lieutenant (jg), USNR  
FENNO, Frank W., Lieutenant Commander, USN  
FULLER, Bert Carl, Chief Radioman, USN  
GOODALL, Henry William, Lieutenant Commander, USN (Missing)  
KELLY, Robert B., Lieutenant Commander, USN  
KRAMB, Charles Herman, Jr., (Deceased), Gunner's Mate,  
3rd Class, USN  
SMITH, Charles Edward, (Deceased), Chief Electrician's Mate, USN

Silver Star Awarded by the Army:

AKERS, Anthony B., Ensign, USNR  
ANDERSON, Herman R., Lieutenant Colonel, USMC (Missing)  
BAILEY, Melvin D., Corporal, USMC (Missing)  
BALOG, John X., Chief Pharmacist's Mate (AA), USN, (Awarded  
Oak Leaf Cluster in lieu of Second Silver Star)  
BANSLEY, Donald Edmond, Pharmacist's Mate, 2nd Class,  
USN (Missing)  
BARR, Charles James, Machinist's Mate, 1st Class, USN  
BARTLETT, George F., Fireman, 1st Class, USN (Missing)  
BAUM, Benjamin G., Corporal, USMC (Missing)  
BECKNER, Charles C., Pharmacist's Mate, 3rd Class, USN  
BEDFORD, Edward W., Aviation Radioman, 1st Class, USN  
BENCH, Willie Guy, Chief Electrician's Mate, USN  
BORAGO, Frank Colon, Seaman, 2nd Class, USN  
BOUDOLF, Joseph L., Carpenter's Mate, 1st Class, USN (Missing)  
BOUNDS, Dave W., Chief Aviation Pilot, USN  
BRANTINGHAM, Henry J., Lieutenant (jg), USN  
BREEZE, John R., Sergeant, USMC (missing)  
BROCKMAN, Robert John, Torpedoman, 2nd Class, USN  
BROWN, Paul A., Captain, USMCR, (Missing)  
BUETHE, George M., Corporal, USMC (Missing)  
BULKELEY, John D., Lieutenant Commander, USN  
BUNN, Evan F., Private, 1st Class, USMC (Missing)  
BURNETT, Robert B., Torpedoman, 2nd Class, USN (Missing)  
CASTENGERA, William Joseph, Torpedoman, 2nd Class, USN  
CHABOT, Leon Edmond, 1st Lieutenant, USMC  
CHALKER, Joseph C., Machinist's Mate, 2nd Class, USN (Missing)  
CHASTAIN, Joe B., Sergeant, USMC (Missing)  
CLARK, Albert Hobbs, Lieutenant, USN  
CLARK, Golland Lee, Jr., Captain, USMC (Missing)  
CLARK, Jesse N., Boatswain's Mate, 1st Class (USN), (Missing)  
CLIFT, John W., Chief Yeoman (AA), USN, (Missing)  
COBB, Ned M., Seaman, 1st Class, USN  
COLLINS, Raymond H., Corporal, USMC (Missing)  
CONN, LeRoy G., Machinist's Mate, 2nd Class, USN  
COOLEY, Richard, Quartermaster Sergeant, USMC (Missing)  
CORBISIÈRE, Dominick, Ship's Cook, 2nd Class, USN  
CORLEY, John K., Field Music, USMC (Missing)  
COTE, Raymond Conrad Joseph, Fire Controlman, first class, USN

SOME SYLLABLES ARE SWORDS

COX, George E., Ensign, USNR  
 CRAIG, Jack Cecil, Torpedoman, 1st Class, USN  
 CRAIN, Max A., Aviation Machinist's Mate, 1st Class, USN  
 DAVIS, Houston L., Platoon Sergeant, USMC (Missing)  
 DECKER, Francis Joseph, Machinist's Mate, 2nd Class, USN  
 DEEDE, LeRoy C., Lieutenant, USNR (Deceased)  
 DeHOSNERY, Stewart Alexander, Mess Attendant, 1st Class, USN  
 DEVITT, John Albert, Chief Electrician's Mate, USN  
 DeVRIES, Marvin H., Torpedoman, 1st Class, USN (Missing)  
 DOWNING, Carl E., Sergeant, USMC (Missing)  
 DOWNS, James Thomas, Machinist's Mate, 2nd Class, USN  
 DURBIN, Lloyd T., Private, 1st Class, USMC (Missing)  
 EDDY, Wallace D., Chief Aviation Pilot, USN  
 EICHELBERGER, Paul E., Machinist's Mate, 1st Class, USN (Missing)  
 FANTONE, John S., First Lieutenant, USMC (Missing)  
 FARNER, Robert P., Private, 1st Class, USMC (Missing)  
 FERRARA, Mario, Chief Aviation Machinist's Mate, USN  
 FESTIN, Stanley, Seaman, 2nd Class, USN  
 FISK, Harold Roy, Seaman, 2nd Class, USN  
 FRAZER, Jennings Bryan, Chief Machinist's Mate, USN  
 FREE, Edward G., Private, 1st Class, USMC, (Missing)  
 FRITSCH, William Harold, Electrician's Mate, 2nd Class, USN  
 FROGNER, Gordon Ingvald, Apprentice Seaman, USNR  
 GARRETT, Donald J., Private, 1st Class, USMC (Missing)  
 GASSETT, LeRoy, Radioman, 2nd Class, USN  
 GIACCANI, Floyd R., Baker, 2nd Class, USN (Missing) (Awarded an  
 Oak Leaf Cluster in lieu of second Silver Star)  
 GLOVER, DeWitt L., Chief Quartermaster (AA), USN, (Missing)  
 (Awarded an Oak Leaf Cluster in lieu of second Silver Star)  
 GONYER, Alvin LeRoy, Signalman, 3rd Class, USN  
 GOODHUE, Theodore Lester, Torpedoman, 2nd Class, USN  
 GOODMAN, David, Radioman, 2nd Class, USN (Missing) (Awarded  
 Oak Leaf Cluster in lieu of second Silver Star)  
 GOUGH, William V., Jr., Lieutenant (jg), USNR  
 GREER, Charles R., Private, 1st Class, USMC (Deceased)  
 GRIZZARD, Herbert W., Machinist's Mate, Second Class, USN (Missing)  
 GUNN, Frederick Arthur, Lieutenant, USN  
 GUTTERMUTH, John George, Fireman, 3rd Class, USN  
 GUYOT, Dale, Chief Machinist's Mate, USN (Missing)  
 HAGOPAN, Jacob, Machinist's Mate, 1st Class, USN  
 HANCOCK, Morris W., Chief Machinist's Mate (PA), USN (Missing)  
 (Awarded Oak Leaf Cluster in lieu of second Silver Star)  
 HARLFINGER, Fredrick Joseph, Lieutenant, USN  
 HARRIS, David W., Torpedoman, 2nd Class, USN, (Deceased)  
 (Awarded Oak Leaf Cluster in lieu of second Silver Star)  
 HARRISON, Donald William, Electrician's Mate, 2nd Class, USN  
 HAWN, Richard Gatling, Machinist's Mate, 2nd Class, USN  
 HAYNES, Eugene O., Corporal, USMC (Missing) (Awarded Oak Leaf  
 Cluster in lieu of second Silver Star)  
 HOOPS, James L., Private, 1st Class, USMC (Missing)  
 HOULIHAN, John L., Torpedoman, 1st Class, USN (Missing)  
 HOY, James Elton, Fireman, 3rd Class, USN  
 HUCKABAY, Uri L., Jr., Sergeant, USMC (Missing)  
 HUGHES, Robert Luther, Electrician's Mate, 2nd Class, USN  
 HUGHES, Walter Robert, Apprentice Seaman, USNR  
 HUNTER, Velt F., Chief Machinist's Mate (AA), USN (Awarded Oak  
 Leaf Cluster in lieu of second Silver Star)  
 HYATT, Lawson Junior, Seaman, 2nd Class, USN  
 IRVIN, Ernest Joseph, Pharmacist's Mate, 3rd Class, (Missing) USN

THERE'S MANY A SLIP TWIXT THE EAR AND THE LIP

JACKSON, Lonnie Davis, Mess Attendant, 1st Class, USN  
 JACKSON, Robert Franklin, Fireman, 3rd Class, USN  
 JENKINS, J. T., Platoon Sergeant, USMC (Missing)  
 JOHNSON, Cone H., Ensign, USNR  
 JOHNSON, W. H., Seaman, 1st Class, USN  
 JOINER, Thurman Louis, Torpedoman, 1st Class, USN  
 JORDAN, Gergeant, USMC (Missing)  
 KAIL, Kenneth Karlyle, Seaman, 1st Class, USN  
 KATCHUK, Alexander, Private, USMC (Missing)  
 KEATH, Harry G., Ship's Cook, 2nd Class, USN, (Missing)  
 KEISELBACH, Arthur Edwin, Radioman, 2nd Class, USN  
 KELLY, Robert B., Lieutenant Commander, USN  
 KELLY, Winsor F., Aviation Radioman, 3rd Class, USN  
 KELTNER, Morris Henry, Quartermaster, 1st Class, USN  
 KENNEY, Richard D., Sergeant, USMC (Missing)  
 KERNS, James H., Sergeant, USMC (Missing)  
 KIEFER, Edwin Arnold, Apprentice Seaman, USN  
 KING, Homer Lyman, Torpedoman, 2nd Class, USN  
 KLINGBELL, Herbert G., Private, USMC (Missing)  
 KOENIG, Fred E., Jr., Private, 1st Class, USMC  
 KOHLMAN, Eugene M., Corporal, USMC (Missing)  
 KONKO, William F., Radioman, 3rd Class, USN (Missing)  
 KUMP, Glen Diever, Seaman, 2nd Class, USN  
 LAKE, Donald E., Private, 1st Class, USMC (Missing)  
 LANCASTER, Marion B., Private, 1st Class, USMC (Missing).  
 LANGSTON, Clem L., Coxswain, USN (Missing)  
 LAWLESS, John, Machinist's Mate, 1st Class, USN (Missing)  
 (Awarded Oak Leaf Cluster in lieu of second Silver Star)  
 LEIGHTLEY, Albert Lewis, Signalman, 1st Class, USN  
 LEON, Anthony, Fireman, 2nd Class, USN  
 LEWIS, John Henry, Machinist's Mate, 1st Class, USN, (Missing)  
 LICODO, Benjamin, Officer's Steward, 3rd Class, USN, (Awarded  
 Oak Leaf Cluster in lieu of Second Silver Star)  
 LIGGETT, Clabe, Jr., Machinist's Mate, 2nd Class, USN  
 LIGHT, James D., Chief Torpedoman, (AA), USN (Missing)  
 (Awarded Oak Leaf Cluster in lieu of Second Silver Star)  
 LINVILLE, Bert S., Platoon Sergeant, USMC (Missing)  
 LOHR, Harold C., Aviation Machinist's Mate, 1st Class, USN  
 MADDEN, Elwood K., Corporal, USMC (Missing)  
 MANNING, Alan S., 1st Lieutenant, USMC (Missing)  
 MARSTERS, John William, Chief Machinist's Mate, USN  
 MARTINO, John, Chief Torpedoman (AA), USN  
 (Awarded Oak Leaf Cluster in lieu of second Silver Star)  
 McCLUE, Barney, D., Corporal, USMC (Missing)  
 McCONNELL, Maurice Leonard, Pharmacist's Mate, 1st Class, USN  
 McCORMACK, William N., Corporal, USMC (Missing)  
 (Awarded Oak Leaf Cluster in lieu of second Silver Star)  
 McCOY, Charles H., Apprentice Seaman, USN  
 McEVOY, James A., Jr., Machinist's Mate, 2nd Class, USN (Missing)  
 MILEY, Clifton, S., Private 1st Class, USMC (Missing)  
 MILLER, Robert Carl, Seaman, 2nd Class, USN (Missing)  
 MOORE, Robert Bruce, Captain, USMC (Missing)  
 MURRAY, Bond, Ensign, USNR, (Missing)  
 NAPOLILLO, Francis J., Jr., Ship's Cook, 1st Class, USN (Missing)  
 NARDINI, John Edward, Lieutenant (MC), USN (Missing)  
 NEALE, Edgar T., Lieutenant Commander, USN  
 NEARMAN, Kenneth Eugene, Seaman, 1st Class, USN  
 NELSON, George B., Private, 1st Class, USMC (Missing)  
 NEY, Ralph S., Pharmacist's Mate, 2nd Class, USN (Missing)  
 (Awarded Oak Leaf Cluster in lieu of second Silver Star)  
 NOEL, Otis, F., Quartermaster, 1st Class, USN (Missing)

TO MEN ONLY - DON'T TELL HER

O'BRIEN, John P., Jr., Platoon Sergeant, USMC (Missing)  
 OFFRET, Elwood H., Chief Machinist's Mate (AA) USN (Missing)  
 OWEN, Paul A., Chief Machinist's Mate (AA), USN (Missing)  
 PARKER, Seymour F., Sergeant, USMC (Missing)  
 PAVLAKOS, James G., Corporal, USMC (Missing)  
 PENICK, Ralph R., 1st Lieutenant, USMC (Missing)  
 PERKOWSKY, Felix, Chief Torpedoman, USN  
 PERRI, Albert, Sergeant, USMC, (Missing)  
 PERRY, Ralph Raymond, Machinist's Mate, 1st Class (USN)  
 PETERSEN, Melvin W., Corporal, USMC (Missing)  
 PIERSON, Ernest E., Boatswain's Mate, 2nd Class, USN (Missing)  
 PING, Fred Eugene, Seaman, 2nd Class, USN  
 PINTO, Harry W., Platoon Sergeant, USMC (Missing)  
 PITTS, Raymond L., Ensign, USNR  
 POLLOCK, Thomas F., Lieutenant, USN  
 POSEY, William H., Ship's Cook, 1st Class, USN (Missing)  
 PROMNITZ, Oliver F., Private, 1st Class, USMC (Missing)  
 RAY, Herbert James, Captain, USN  
 RAY, John F., Field Cook, USMC, (Missing)  
 REECE, John Daniel, Electrician's Mate, 1st Class, USN  
 REGAN, Richard A., Chief Machinist's Mate, (PA) (Missing)  
 REYNOLDS, Willard J., Chief Commissary Steward, USN (Deceased)  
 (Awarded Oak Leaf Cluster in lieu of second Silver Star)  
 RICE, Kenneth V., Private, 1st Class, USMC (Missing)  
 RICHARDSON, Carl C., Chief Machinist's Mate, USN (Missing)  
 (Awarded Oak Leaf Cluster in lieu of second Silver Star)  
 RICHARDSON, Iliff D., Ensign, USNR, (Missing)  
 (Awarded Oak Leaf Cluster in lieu of second Silver Star)  
 RICHARDSON, William Henry, Radioman, 1st Class, USN,  
 ROBERTS, Harry Lee, Ship's Cook, 1st Class, USN  
 ROBINSON, Forest Gordon, Chief Electrician's Mate, USN  
 ROCKWELL, Francis W., Rear Admiral, USN  
 ROOKE, Henry C., Ship's Cook, 2nd Class, USN (Missing)  
 ROSEN, Jacob, Yeoman, 1st Class, USN  
 ROSS, Albert P., Quartermaster, 1st Class, USN  
 (Awarded Oak Leaf Cluster in lieu of second Silver Star)  
 ROSSELL, Frank G., Jr., Platoon Sergeant, USMC (Missing)  
 ROTTER, Edwin J., Field Cook, USMC (Missing)  
 SAUNDERS, Clifford Harrison, Jr., Torpedoman, 1st Class, USN  
 SCHOTTLER, George Henry, Ensign, USNR  
 SCOTT, Kenneth Irwin, Seaman, 2nd Class, USN  
 SCOTT, Roy Jim Jr., Seaman, 2nd Class, USNR  
 SHAMBORA, John, Boatswain's Mate, 1st Class, USN (Missing)  
 SHELTON, Herbert R., Private, 1st Class, USMC (Missing)  
 SHEPARD, George W., Jr., Machinist's Mate, 1st Class, USN (Missing)  
 (Awarded Oak Leaf Cluster in lieu of second Silver Star)  
 SHIELDS, John Francis, Gunner's Mate, 1st Class, USNR  
 SHOFNER, Austin Conner, Captain, USMC (Missing)  
 SIMS, Watson S., Radioman, 2nd Class, USN  
 SITTON, Quentin R., Private, USMC (Deceased)  
 SMITH, William A., Sergeant, USMC (Missing)  
 SOUTHERN, Jesse Phillip, Chief Signalman, USN  
 STANFORD, William Wilson, Machinist's Mate, 1st Class, USN  
 STEWART, Thomas S., Private, 1st Class, USMC, (Missing)  
 STRANGMAN, William Leigh, Lieutenant (DC), USN (Missing)  
 STROUD, Densil C., Chief Commissary Steward, USN  
 SWAHN, Berkley R., Private First Class, USMC (Missing)  
 TAYLOR, Fred M., Corporal, USMC (Missing)  
 TAYLOR, Victor LaRue, Radioman, 3rd Class, USN  
 THOMPSON, Robert Moody, Apprentice Seaman, USNR

TRIPP, Harry P., Radioman, 3rd Class, USN (Missing)  
 TUGGLE, John L., Machinist's Mate, 1st Class, USN (Missing)  
 (Awarded Oak Leaf Cluster in lieu of second Silver Star)  
 VAN RAY, Clarence E., 1st Lieutenant, USMC (Missing)  
 VINTON, Fred S., Private, 1st Class, USMC (Missing)  
 WADE, Ernest Marion, Lieutenant Commander (MC) USN (Missing)  
 WAWRZONEK, Louis Joseph, Pharmacist's Mate, 1st Class, USN  
 WILLEVER, Stewart, Radioman, 2nd Class, USN,  
 (Awarded Oak Leaf Cluster in lieu of second Silver Star)  
 WILLIAMS, Everett S., Sergeant, USMC (Missing)  
 WILLIS, Everett Bryant, Seaman, 2nd Class USN  
 WINGET, George W., Machinist's Mate, 2nd Class, USN (Missing)  
 WINTERHOLLER, John, 1st Lieutenant, USMC (Missing)  
 WINTERMAN, Mike, Sergeant, USMC (Missing)  
 WITTKER, Donald E., Corporal, USMC (Missing)  
 WOODWORTH, Harry Eades, Lieutenant (jg), USN  
 ZARZECKI, Henry Joseph, Fireman, 1st Class, USN  
 ZEEMAN, Chester Bernard, Machinist's Mate, 2nd Class, USN  
 ZUBICK, Albert, Seaman, 2nd Class, USN

Purple Heart Awarded by the Army:

ADAMS, Leon Claude, Private, 1st Class, USMC (Missing)  
 ALLEN, Billy W., Corporal, USMC (Missing)  
 ANDERSON, Walter P., Private, 1st Class, USMC  
 ARNOLDY, Arthur A., Corporal, USMC (Missing)  
 BAILEY, Jack Francis, Corporal, USMC (Missing)  
 BERNARDY, Donald L., Private, 1st Class, USMC (Missing)  
 BIBLE, James E., Mess Sergeant, USMC (Missing)  
 BRONK, Stanley E., 1st Sergeant, USMC (Missing)  
 BUETHE, George M., Corporal, USMC (Missing)  
 CALVIN, Andrew R., Private, 1st Class, USMC (Missing)  
 CHRISTIE, Martin S., Corporal, USMC (Missing)  
 CLEMENT, Robert A., Platoon Sergeant, USMC  
 COGHLAN, William Ambrose, Private, 1st Class, USMC (Missing)  
 COHEN, Mitchell, Sergeant, USMC (Missing)  
 DORAN, William D., Private, 1st Class, USMC (Missing)  
 ECKSTEIN, Charles L., Platoon Sergeant, USMC (Missing)  
 ELLISTON, John C., Private, 1st Class, USMC (Missing)  
 FERGUSON, Robert A., Corporal, USMC (Missing)  
 FERRISS, James Furr, Private, 1st Class, USMC (Missing)  
 FITZGERALD, John P., Sergeant, USMC (Missing)  
 FRAZIER, John H., Corporal, USMC (Missing)  
 GUSTAFSON, Clarence P., Private, 1st Class, USMC (Missing)  
 HAGEMO, Olaf William, Sergeant, USMC (Missing)  
 HAMBY, Thorton E., Private, 1st Class, USMC (Missing)  
 HENDERSON, Ralph Lee, Jr., Private, 1st Class, USMC (Missing)  
 HODACH, Frank J., Private, 1st Class, USMC (Missing)  
 HODGE, Robert R., Private, 1st Class, USMC (Missing)  
 HOLDREDGE, Willard B., 1st Lieutenant, USMC (Missing)  
 JEFFRIES, George T., Field Cook, USMC (Missing)  
 JOHANNSEN, Fred, Private, 1st Class, USMC (Missing)  
 JOHNSON, William R., Sergeant, USMC (Missing)  
 JOHNSTON, Herbert A., Corporal, USMC (Missing)  
 KERNES, Wilfred, Private, 1st Class (Missing), USMC  
 KOZUCH, Stephen T., Private, 1st Class, USMC (Missing)  
 KUBETH, Joseph, Private, 1st Class, USMC (Missing)  
 LEHNER, James Jacob, Private, 1st Class, USMC (Missing)  
 LITTLE, Wesley C., Sergeant, USMC (Missing)  
 LOVERIX, Campbell, Corporal, USMC (Missing)

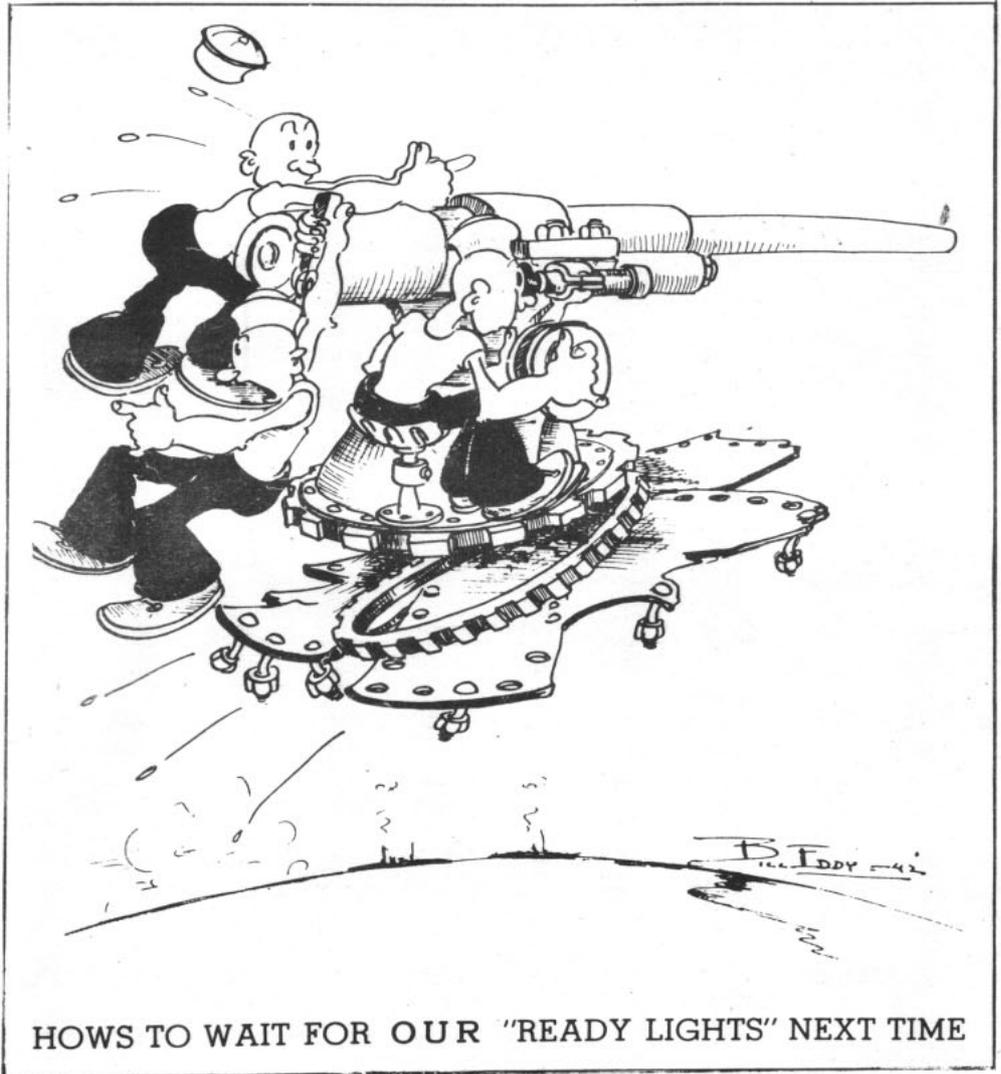
MARTINEAU, Robert John, Private, 1st Class, USMC (Missing)  
 MANNING, Allan S., 1st Lieutenant, USMC (Missing)  
 BERTZ, Louis S., Private, 1st Class, USMC (Missing)  
 McKINNEY, Floyd M., Private, 1st Class, USMC, (Missing)  
 McMAKIN, Benjamin L., Captain, USMC (Missing)  
 McMILLIAN, John R., Jr., Corporal, USMC (Missing)  
 McQUILLIAM, Raymond C., Corporal, USMC (Missing)  
 MELLIES, Warren H., Corporal, USMC (Missing)  
 MENSCHING, Wilfred H., Corporal, USMC (Missing)  
 MONTGOMERY, Warren Anderson, Private, 1st Class, USMC (Missing)  
 MOREY, Corwin R., Corporal, USMC (Missing)  
 MYERS, Harold Birkett, Jr., Private, 1st Class, USMC (Missing)  
 NOLAN, Emmett F., Mess Sergeant, USMC (Missing)  
 NORDINE, Karl Lawrence, Private, 1st Class, USMC (Missing)  
 O'DONNELL, John James, Jr., Private, USMC, (Missing)  
 PARKS, Frank James, Private, 1st Class, USMC (Missing)  
 PAULIN, Kenneth Ross, Private, 1st Class, USMC (Deceased)  
 PINTO, Harry W., Platoon Sergeant, USMC (Missing)  
 POWERS, Claude Devoe, Private, 1st Class, USMC (Missing)  
 PRINCE, Frank White, Jr., Private, 1st Class, USMC (Missing)  
 RAY, John F., Field Cook, USMC (Missing)  
 RIND, Alfred T. Jr., Technical Sergeant, USMC (Missing)  
 ROBERTSON, Douglas S., Corporal, USMC (Missing)  
 ROBINTON, Roy, Captain, USMC (Missing)  
 ROMANELLI, Joseph M., Sergeant, USMC (Missing)  
 SMITH, Warren Henry, Private, USMC (Missing)  
 SMITH, William A., Sergeant, USMC (Missing)  
 STAHLCKER, Harold R., Corporal, USMC (Missing)  
 STEELE, Garvin G., Field Cook, USMC (Deceased)  
 STEFANSKI, Edward, Private, 1st Class, USMC (Missing)  
 STOLLEY, Frederick Theodore, Private, 1st Class, USMC (Missing)  
 STUMPGES, Frederick J., Field Music Corporal, USMC (Missing)  
 SUBLETT, Henry William, Private, 1st Class, USMC (Missing)  
 TAYLOR, Robert Eugene, Private, 1st Class, USMC (Missing)  
 TOOTLE, James A., Sergeant, USMC (Missing)  
 TOWNSDIN, Roy J., Private, 1st Class, USMC (Missing)  
 TUOMALA, Reino William, Private, 1st Class, USMC (Missing)  
 WATSON, Richard James, Private, 1st Class, USMC (Missing)  
 WEBBER, Lawrence E., Corporal, USMC (Missing)  
 WHITE, Tommie Joe, Private, 1st Class, USMC (Missing)

Letters of Commendation Awarded by the Army:

BAILEY, Jack Francis, Corporal, USMC (Missing)  
 BLAYDES, Wilbur Kassel, Jr., Pharmacist's Mate, 2nd Class, USN, (Missing)  
 BRANTLEY, Loren Henry, Private, 1st Class, USMC (Missing)  
 BURKEY, Hilary F., Private, 1st Class, USMC (Missing)  
 COPELAND, Clifton E., Sergeant, USMC (Missing)  
 DEEDE, Truman J., Private, 1st Class, USMC (Missing)  
 DUNCAN, Richard, 1st Sergeant, USMC (Missing)  
 EICHMAN, Martin D., Corporal, USMC (Missing)  
 ERWIN, William T., Private, 1st Class, USMC (Missing)  
 EVANS, Milton Post, Corporal, USMC (Missing)  
 FERGUSON, Frank William, Quartermaster Clerk, USMC (Missing)  
 FINKEN, William Herman, Corporal, USMC (Missing)  
 FOWLER, Harry Park, Corporal, USMC (Missing)  
 FRANKLIN, Lewis, Private, 1st Class, USMC (Missing)  
 GIBSON, Donald Clay, Platoon Sergeant, USMC (Missing)  
 HAGEMO, Olaf William, Sergeant, USMC (Missing)  
 HALFORD, William T., Private, 1st Class, USMC (Missing)

HASKIN, John Elmer, Quartermaster Sergeant, USMC (Missing)  
HEATON, Jesse Clyde, Sergeant, USMC (Missing)  
HEIL, John Joseph, Major, USMC (Missing)  
HELMS, Philip Henry, Sergeant, USMC (Deceased)  
HUDDLESON, Clyde R., Captain, USMC (Missing)  
HUSTON, James T., Jr., Private, 1st Class, USMC (Missing)  
JIMERSON, Floyd Burnell, Corporal, USMC (Missing)  
JORDAN, Julian, Sergeant, USMC (Missing)  
KERNS, James H., Sergeant, USMC (Missing)  
KINNEY, Harold E., Private, 1st Class, USMC (Missing)  
KOENIG, Fred E., Private, 1st Class, USMC  
LANDRUM, James Oden, Corporal, USMC (Missing)  
McCORMACK, William N., Corporal, USMC (Missing)  
McKENZIE, James J., Private, 1st Class, USMC (Missing)  
McMAKIN, Benjamin L., Captain, USMC (Missing)  
MILLER, Roy W., Private, 1st Class, USMC (Missing)  
NEY, Ralph S., Pharmacist's Mate, 2nd Class, USN, (Missing)  
PERRI, Albert, Sergeant, USMC (Missing)  
PESHEK, Michael Emile, 1st Lieutenant, USMC (Missing)  
RAY, John F., Field Cook, USMC (Missing)  
REARDON, Joseph James, Quartermaster Clerk, USMC (Missing)  
RICE, Kenneth V., Private, 1st Class, USMC (Missing)  
ROBBINS, Dale Eldon, Sergeant, USMC (Missing)  
SIMPSON, Claud Ernest, Corporal, USMC (Missing)  
SNELLINGS, Herman Lee, Quartermaster Clerk, USMC (Missing)  
TISTADT, Hugh A., Jr., 1st Lieutenant, USMC (Missing)  
TURNER, Gerald Ade, Sergeant, USMC (Missing)  
VAN BUSKIRK, Wilbur Vaughn, Corporal, USMC (Missing)  
WADE, Ernest Marion, Lieutenant Commander (MC) USN (Missing)  
WAWRZONEK, Louis Joseph, Pharmacist's Mate, 1st Class, USN (Missing)  
WHITE, Leo, Sergeant, USMC (Missing)  
WILLIAMS, Isaac Clarence, Corporal, USMC (Missing)  
WINTERHOLLER, John, 1st Lieutenant, USMC (Missing)

IF YOU DON'T SAY IT, THE WRONG PERSON WON'T HEAR IT



HOWS TO WAIT FOR OUR "READY LIGHTS" NEXT TIME

A SECRET IS A WEAPON AND A FRIEND

**ADMIRAL A.J. HEPBURN NAMED CHAIRMAN OF NEW  
GENERAL BOARD OF NAVY**

Membership of the General Board of the Navy has been reconstituted with Admiral Arthur Japy Hepburn, U.S. Navy (Retired), as chairman, effective immediately.

Admiral Hepburn, who has served as Director of the Office of Public Relations of the Navy since May 12, 1941, has been succeeded in that post by Captain Leland P. Lovette, U.S. Navy, who was formerly Assistant Director of the Office of Public Relations.

The membership of the Board, which advises the Secretary of the Navy on all matters of Naval policy, is announced as follows:

Admiral Arthur J. Hepburn, U.S. Navy, Retired, Chairman  
Admiral Thomas C. Hart, U.S. Navy, Retired  
Admiral Claude C. Bloch, U.S. Navy, Retired  
Rear Admiral Walton R. Sexton, U.S. Navy, Retired  
Rear Admiral Gilbert J. Rowcliff, U.S. Navy  
Captain Harry L. Pence, U.S. Navy, Retired, duty with the Board  
Captain John J. Mahoney, U.S. Navy, Secretary.

Formerly, the members of the General Board were Rear Admiral Walton R. Sexton, U.S. Navy (Ret.), chairman; Admiral C.C. Bloch, U.S. Navy (Ret.); Rear Admiral Gilbert J. Rowcliff, U.S. Navy; and Captain J. J. Mahoney, U.S. Navy, secretary. Captain Harry L. Pence, U.S. Navy (Ret.) was on duty with the Board.

The duties and responsibilities of the General Board have increased greatly since America's entry into the war as a belligerent. The wartime reorganization brings to the Board a group of outstanding Naval officers well qualified through long experience to deal with the vital problems constantly arising under the stress of war.

**VICE ADMIRAL REICHMUTH TO RELIEVE  
REAR ADMIRAL PETTENGILL**

Rear Admiral George T. Pettengill, USN, Retired, will be relieved as Commandant of the Washington (D.C.) Navy Yard, Commander of the Potomac River Command and Superintendent of the Naval Gun Factory, Washington, D.C., on September 15, and will report for duty in the Bureau of Naval Personnel, Navy Department.

Rear Admiral Pettengill is to be relieved by Vice Admiral Ferdinand L. Reichmuth, USN, who has had a command at sea. Vice Admiral Reichmuth will resume his permanent rank of Rear Admiral upon assuming his new duties.

**REAR ADMIRAL DRAEMEL SUCCEEDS REAR ADMIRAL WATSON AS  
COMMANDANT OF FOURTH NAVAL DISTRICT**

Rear Admiral Adolphus E. Watson, U.S. Navy, Commandant of the Fourth Naval District, was retired September 1, 1942, according to statutory requirements, having reached the age of 64. He was relieved as Commandant of the Fourth Naval District by Rear Admiral Milo Frederick Draemel, U.S. Navy, who has had a command at sea.

\* \* \* \* \*

**REAR ADMIRAL WATSON REPORTS FOR DUTY IN  
OFFICE OF CHIEF OF NAVAL OPERATIONS**

Rear Admiral Adolphus E. Watson, USN, Retired, former Commandant of the Fourth Naval District, has reported for duty in the office of the Chief of Naval Operations, Navy Department, Washington, D.C.

**MEN OF FEW WORDS ARE THE BEST MEN**

He was retired September 1, 1942, in accordance with statutory requirements, having reached the age of 64, and was relieved as Commandant of the Fourth Naval District by Rear Admiral Milo Frederick Draemel, USN.

Rear Admiral Watson is residing temporarily at the Army and Navy Club, Washington, D.C.

\* \* \* \* \*

#### **CAPTAIN TRAIN NEW DIRECTOR OF NAVAL INTELLIGENCE**

Captain Harold C. Train, USN, has assumed the duties of Director of Naval Intelligence relieving Rear Admiral T. S. Wilkinson, USN, who now has duty at sea.

Captain Train's nomination for promotion to Rear Admiral has been sent to the Senate by the President of the United States.

#### **PROMOTION OF OFFICERS**

Secretary of the Navy Knox has announced that temporary promotions of all officers, line and staff, will be made as the needs of the service demand.

Promotions will be made from lists prepared, using the selective system. These lists will be subject to approval by the President.

These promotion lists will not be made public.

\* \* \* \* \*

#### **NAVAL AVIATORS.**

Secretary of the Navy Knox has announced that steps have been taken to insure that sufficient officers will be available in the various grades for the rapidly expanding aeronautical organization of the Navy.

Lists of officers for temporary promotion to higher grades have been prepared using the selective system.

These lists have been approved by the President.

The lists will not be made public, but promotions will be made from these lists as the needs of the service require.

In view of the rapidly expanding aeronautical organization, it may be expected that temporary promotions of naval aviators will occur at earlier dates than regular line officers.

\* \* \* \* \*

**STREET CARS ARE FOR RIDING, NOT TALKING**

## PHYSICAL EXAMINATIONS

Secretary of the Navy Knox announced recently that all officers of the regular Navy whose 58th birthday will be reached during this calendar year have been ordered to appear for special physical examinations.

One board has been appointed on each coast. The East Coast board meets in Washington. The West Coast board meets in San Francisco.

These boards have been directed to give thorough physical examinations and to submit factual reports of each officer's physical condition.

These examinations are being given to insure that only those officers whose physical condition warrants will remain in posts of responsibility.

\* \* \* \* \*

### MARINE CORPS ENLISTED MEN ELIGIBLE FOR GLIDER TRAINING

Enlisted men of the Marine Corps may now apply for admission to flight training leading to designation as Naval Aviation Glider Pilot. Heretofore, only Naval Aviation Pilots have been eligible for this training.

For admission to glider pilot training, a Marine must be at least a private first class with eight months' active service. He must be physically qualified, temperamentally adapted and less than 32 years of age.

Applicants completing the flight training for Naval Aviation Glider Pilot will be used as co-pilots of large transport gliders.

All applications must be submitted to Headquarters and must bear the endorsement of the candidate's commanding officer.

\* \* \* \* \*

### ENSIGNS AND LIEUTENANTS (JG) UNDER 33 ELIGIBLE FOR FLIGHT TRAINING

Ensigns and Lieutenants (junior grade) under 33 years of age who are physically and psychologically qualified and who have 50 hours' solo flying and a pilot's certificate may now become naval aviators. Those who apply may be assigned to civilian pilot training courses and ordered to an appropriate station for the training.

Upon successful completion of a civilian pilot training instructor's course these officers will be transferred to naval flight training centers for refresher courses leading to the designation of naval aviator. Application should be made to the Bureau of Naval Personnel via the Bureau of Medicine and Surgery and the Bureau of Aeronautics.

\* \* \* \* \*

### SPECIALISTS (M) - (MAIL CLERKS)

1. The following excerpt is quoted from Recruiting Circular No. 107-42, for information:

"1. The Bureau desires that the following procedure be strictly adhered to in the selection of Specialists (M), Class V-6, U.S. Naval Reserve:

AN IDLE TONGUE CARRIES DEATH IN ITS WAG

Chief Specialist (M)	Post office supervisors, such as superintendent of mails, assistant superintendent of mails, foremen in mailing division, or superintendent of classified branch or station; or former service men with at least four years Naval service and ten years experience in post offices, who have ability to organize and supervise postal functions.
Specialist (M) 1st class	Ten years experience in the mail service, including money order and registry experience in a first or second class post office and whose past records have demonstrated ability to organize and supervise postal functions.
Specialist (M) 2nd class	Five years experience as a mail clerk in a first or second class post office or railway mail service.
Specialist (M) 3rd class	Three years experience as a mail clerk in any post office.

"2. The above qualifications will be substantiated by a letter from the Post Office Inspector in the District or Office in which applicant is employed or by a Naval District Postal Liaison Officer showing experience, conduct record and performance of duties in postal work."

2. In general, the Bureau does not desire to make changes to the rating of Specialist (M) from general service ratings. However, men recently enlisted in the Naval Reserve for duty as Mail Clerks and Assistant Mail Clerks may be recommended to the Bureau for change of rating to Specialist (M) to fill vacancies in complement of activities concerned, using the above schedule as a guide to determine the rating for which candidate may be recommended.

3. Specialists (M) are included in the complements of Fleet Post Offices and certain shore activities. They are not assigned to vessels or aviation units.

#### **NAVY TRAINING COURSE CERTIFICATE.**

It has been suggested to this Bureau that the NAVY TRAINING COURSE CERTIFICATE be discontinued in the interest of economy, and in order to reduce correspondence. It is believed that this certificate, and the SERVICE SCHOOLS CERTIFICATE will be of considerable value to an enlisted man when he returns to civilian life. The NAVY TRAINING COURSE CERTIFICATE is issued as a matter of reward, and the immediate reduction of paper work and the economy effected is negligible compared with the volume of correspondence that will be received in the future from enlisted men desiring some sort of certificate showing completion of certain courses, or showing graduation from a Naval Service School.

\* \* \* \* \*

#### **OFFICERS PAY ACCOUNTS**

Attention of all officers is again called to the desirability of taking their pay accounts along with them when they are transferred.

TO BE MODERN - BE MODEST

**OFFICERS ON LEAVE AUTHORIZED TO VISIT  
CANADA AND MEXICO**

Officers on authorized leave or authorized absence from their command, or while traveling from one station to another, are authorized to visit Canada or Mexico without obtaining specific permission for such visit. Present instructions with reference to wearing the uniform will apply while visiting Canada or Mexico.

So much of the Bureau of Navigation Manual C-6001 (5) prescribing civilian clothes, is suspended for the duration.

\* \* \* \* \*

**MIDSHIPMEN, MERCHANT MARINE RESERVE**

Hereafter, for the duration of the war, all students at the U. S. Merchant Marine Academy, U. S. Merchant Marine Cadet Basic Schools, and State Maritime Academies will be appointed as Midshipmen, Merchant Marine Reserve, instead of Cadets, Merchant Marine Reserve. The reason for this change is that no pay is provided by law for Cadets, Merchant Marine Reserve, which prevents their being ordered to active duty. Midshipmen, Merchant Marine Reserve may be ordered to active duty if the vessels in which they are serving are taken over by the Navy or if, upon completion of the training course, they have not yet qualified for commissions as ensigns in the Merchant Marine Reserve.

\* \* \* \* \*

**CORRECT METHOD OF ACKNOWLEDGING RECEIPT OF  
TEMPORARY APPOINTMENT**

In order to aid paymasters and personnel handling the records of officers and men appointed for temporary service, the following form is recommended for acknowledging notice of such appointments.

\_\_\_\_\_, 19\_\_\_\_.

**From:**

**To:** The Chief of Naval Personnel.

**Via:** (1)  
( )

**Subject:** Acknowledgement of Notice of Temporary Appointment.

1. I hereby acknowledge receipt of notice of my appointment to the rank of \_\_\_\_\_ in the Navy, Naval Reserve (scratch one) for temporary service made by the President on \_\_\_\_\_, 19\_\_\_\_.

2. Notice of this temporary appointment was made by my Commanding Officer pursuant to the authority contained in

ALNAV No. \_\_\_\_\_

BUPERS CIRCULAR LETTER No. \_\_\_\_\_

3. This temporary appointment has not and will not be declined by me.

4. Two (2) certified copies of this letter are being furnished by me to the Disbursing Officer carrying my accounts in order that my pay may be adjusted accordingly.

/s/ \_\_\_\_\_  
\_\_\_\_\_, USN \_\_\_\_\_

\* \* \* \* \*

**SPANISH SUPPLEMENTS TO H. O. PUBLICATIONS NOS.  
211 AND 214.**

The Hydrographic Office has recently published Spanish language supplements to H. O. publication No. 211 - Dead Reckoning Altitude and Azimuth Table, Ageton, and No. 214 - Tables of Computed Altitude and Azimuth.

These paper-bound pamphlets are translations of the text with examples illustrating the use of the tables. They are designed to fit under the front cover of their respective publications, and should prove useful to the Spanish-speaking mariner.

Copies of these pamphlets may be obtained free of charge direct from the Hydrographic Office, Washington, D. C., or from its authorized agents.

\* \* \* \* \*

**ELIGIBILITY OF ENLISTED MEN  
FOR CLASS V-7, U.S. NAVAL RESERVE**

Enlisted men of the Navy and the Naval Reserve are eligible for Reserve Midshipmen training leading to appointment as Ensign, D-V(G) or E-V(G), U.S. Naval Reserve, if they have met the following requirements:

- (a) Have been recommended by their Commanding Officers as having demonstrated outstanding leadership and officer-like qualities.
- (b) Have met the physical requirements for appointment as Ensign, D-V(G), U.S. Naval Reserve.
- (c) Have graduated from an accredited university or college, or,  
  
Have completed successfully three years' work in an accredited college and been on active duty six months, or  
  
Have completed successfully two years' work in an accredited college and been on active duty twelve months.
- (d) Candidates must have completed two one-semester courses of mathematics while in college. A course in trigonometry must have been successfully completed either in college or secondary school.
- (e) Must be twenty years of age, and under twenty-eight.  
Must have been a citizen of the United States for at least ten years.

Applications of qualified college graduates may be forwarded to the Bureau of Naval Personnel at any time. Applications of candidates who have successfully completed two or three years at an accredited college or university may be forwarded three months prior to the completion of the required active duty. Report of physical examination on NMS Form Y must be forwarded with the applications.

**IDLE WORDS MAY REVEAL VITAL INFORMATION**

Men who are performing shore duty outside the continental limits of the United States, or sea duty, will not be required to submit transcripts of their educational record or birth certificates with their applications. The Bureau of Naval Personnel will undertake to obtain the transcripts from the educational institutions concerned. Birth certificates, if not now on file in the Bureau of Naval Personnel, will be secured if practicable for such applicants. Men who are performing shore duty within the continental limits of the United States will be required to furnish transcripts of their educational record and birth certificates with their applications.

Candidates so selected will be ordered to the Naval Training School, (V-7 Indoctrination), Notre Dame University, where they will be transferred to, or enlisted in the rating of Apprentice Seaman, Class V-7, and given an academic review course for a period of two months. At the end of the review period, tests will be given to ascertain whether the candidates have adequate educational background to undertake the Reserve-Midshipman course. Candidates who are found deficient either educationally or in officer-like qualities will be returned to general detail in the rating formerly held. Successful candidates will be transferred to a Naval Reserve Midshipmen's School, appointed Reserve Midshipmen, and given the Reserve Midshipman course leading to appointment as Ensign, D-V(G) or E-V(G). Candidates who as Midshipmen fail to qualify for appointment as Ensigns by reason of scholastic failure will resign or be discharged and may, if they so desire, be re-enlisted in the rating formerly held.

In order to expedite procurement of transcripts and birth certificates of those candidates at sea or outside the continental limits of the United States, the application must give the name of the college which the candidate attended, and the date and place of his birth.

#### A.O.L.

"In certain instances men who have been absent over liberty aboard recently commissioned ships have given as an excuse that they were promised aboard the ship they left that they would be given leave upon arrival in the United States, or after joining their new ship. The Bureau doubts in general the truth of these statements. The undesirability of an officer making promises which he is unable to carry out is noted."

#### NAVIGATIONAL CHARTS UNDER RED LIGHTS COLOR SCHEME OF CHARTS TO BE CHANGED

It has been long recognized that after exposure of the eyes to artificial light at night a considerable length of time is required for the eyes to again become "dark adapted" and for the possessor to be able to see in the dark with any degree of success. This is an important matter for the seaman, especially when vessels are under darkened ship condition much of the time.

The Navy Department has made a study of the effect of lights of different colors, and found that exposure to white and blue light required 10 to 30 minutes for a person to become properly dark adapted, but only a few seconds after exposure to red light. From this standpoint red is the preferred color for lighting whenever needed by persons requiring night vision. This red color effect may be attained by the use of red bulbs, red shields or filters, or by the use of red goggles by the personnel affected.

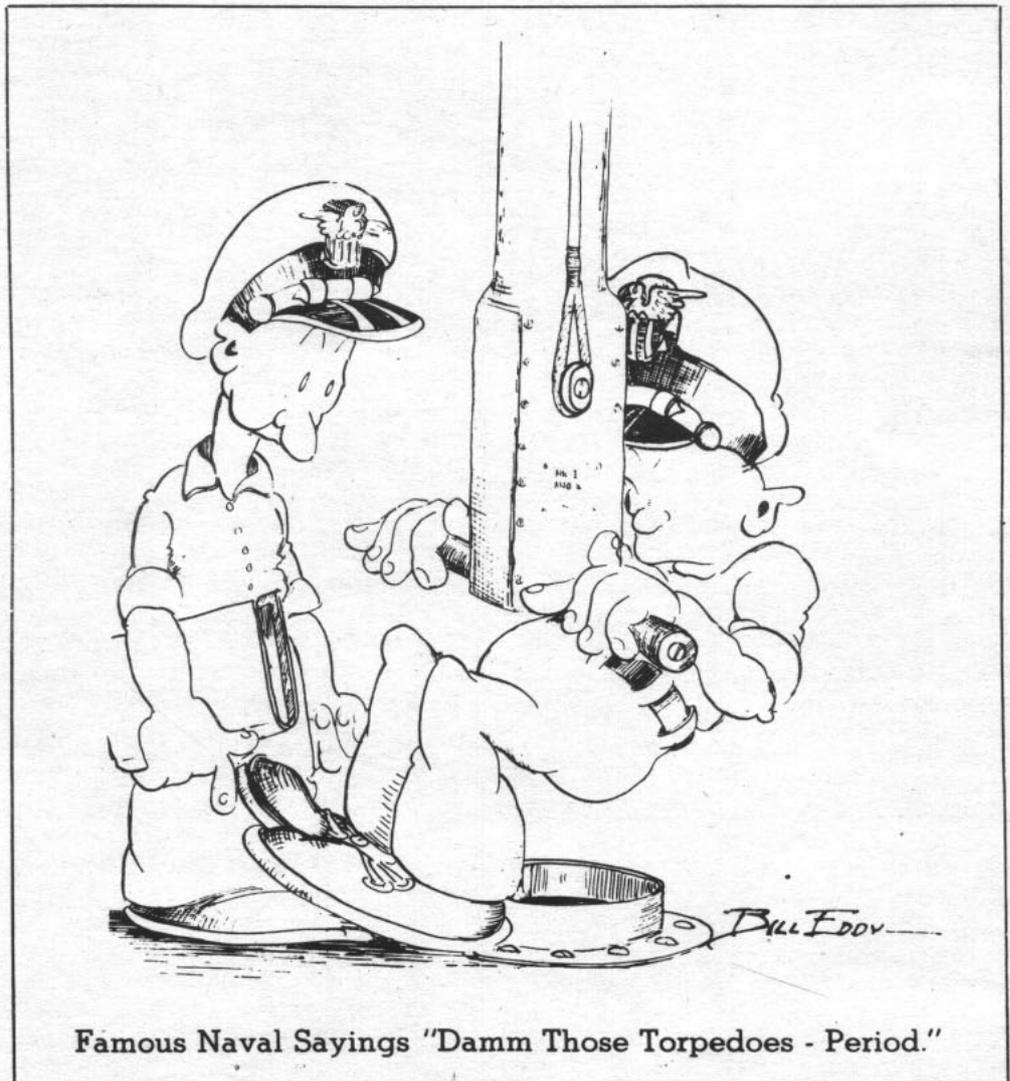
In connection with these studies, the Hydrographic Office has found that the use of red lights seriously affects the legibility of present-day nautical charts. The buff color used for the land tint, the orange for indicating navigational lights, and the red color used for various purposes on these charts are all invisible under red lighting. While it is desirable to retain colors on the charts for daylight use, it has become necessary to revise the color scheme in order that they may be serviceable both in daylight and under red lighting conditions.

This situation is being met by the Hydrographic Office through the use on future charts of a gray tint for land areas, a magenta to replace the orange tint for lights, and substituting a purple color for the red. Blue will be continued for shallow-water areas. These colors will be distinguishable from each other under the red light, each appearing as a different shade, but not as a different color.

It is impracticable to replace all Hydrographic Office charts now in use within a reasonable period of time. As each chart is reprinted, however, the new colors will be used, and in this way the new color charts will eventually replace the old ones.

Until such time as all charts are printed with the new colors caution should be exercised in using the old charts under a red light. It must be kept in mind that red, orange, and yellow colors will not be visible, and if there are any vital features shown on the charts in these colors it will be necessary to redraw them in some color that will show, such as blue, green, brown, or purple. The use of red ink or red pencil should be avoided.

The Hydrographic Office would appreciate receiving comments, criticisms, or suggestions from mariners on the utility and appearance of these new charts. Letters should be addressed to The Hydrographer, U.S. Hydrographic Office, Washington, D.C. -Hydrographic Bulletin.



Famous Naval Sayings "Damm Those Torpedoes - Period."

YOURS IS A SACRED TRUST - DON'T BETRAY IT

**ENLISTED MEN OF THE REGULAR NAVY, THE NAVAL RESERVE, THE  
MARINE CORPS, AND THE MARINE CORPS RESERVE SELECTED  
FOR THE NAVAL ACADEMY PREPARTORY SCHOOL**

REGULAR NAVY

ALLEN, Phillip Kenneth	Sealc	EVANS, Dewayne Richard	FC3c
ANDERSON, Axel (n)	RM3c	FARMER, Gordon "H"	CM3c
ANDRYCHOWSKI, John George	Sealc	FELTOVIC, William Alexander	EM3c
BISHOP, Robert Calvin	Sealc	FETRO, Victor Walter	Sea2c
BLAIR, Ira Wendell	RM3c	FISH, Isaac Weeden	Sealc
BRANDT, Ralph	Sea2c	FLORY, George Clarence	EM3c
BREITKOPF, Frederick Otto	Sealc	FOLTZ, Fred Elsworth	Sea2c
BRIDGES, J. Randell, Jr.	Sealc	FRANSKE, Clarence William	SF3c
BURNHAM, Robert Nichols	F3c	GANTT, John Drayton	EM3c
BUTLER, Owen Bradford	Sealc	GEORGE, Clarence Darell	FC3c
BUTSKE, Richard Edmund	Sea2c	GLEBER, Jacob Adam	RM3c
CALDER, Thomas McMillan, Jr.	F2c	GOODMAN, James Edwin	AM3c
CARTER, Marion August	Sealc	GUGLIERI, Gregory Raymond	AMM3c
CHILD, Arthur Leon, III	Yeo2c	GUMMERSALL, Geoffrey	F2c
CHILDERS, Wayne Elderidge	AMM3c	HELLER, Nathaniel	F2c
CLAYTON, John Wesly	EM3c	HENRY, Eugene Marion	FC3c
COLASONO, Donald Joseph	FC3c	HENZEL, Carl Albert	Cox
CRAWFORD, Frank Dell	FC3c	HILLS, Linwood Glen	Yeo3c
CROSS, Lucien Primo	ARM3c	HOFFECKER, Charles Burley	Sealc
CURTIN, Lawrence Joseph	FC3c	HOLFIELD, Arthur William, Jr.	Yeo3c
DALTON, Howard Benjamin, Jr.	AMM3c	HOSKING, George William	RM3c
DAVIS, Theodore Francis	QM3c	HOWARD, Herschel Dewitt	Yeo3c
DEPEW, Robert Wayne	RM3c	JONES, James Earl	Sealc
DOWTY, Kenneth Myles	Sealc	KELLEY, Harry Stetson, Jr.	Sea2c
DURFOS, Robert Edward	AMM3c	KING, Oscar Lloyd, Jr.	Sealc
EDWARDS, Harold Leroy	Sea2c	KNOSEBY, Austin Thomas	SF3c
EISELE, William Henry	FC3c	LANGFORD, John Den	S2c
ELEFANTE, Frank Leonard	Sealc	LATTA, Lawrence Franklin	SC3c

LAYHE, Robert Eugene	Sealc	PITT, William Ray, III	Sealc
LEE, Robert Earl	QM2c	PULIAFICO, Carmelo Anthony	CM3c
LE FEVER, Alan Eugene	Sea2c	RIAL, Collies Donald, Jr.	AMM3c
LESLIE, John William	Sea2c	RIDENHOUR, Ivy	Sealc
LOCHNER, Raymond DeLear	F2c	ROLLER, Max Eugene	Sealc
LONGMUIR, Edward Bensil, Jr.	F2c	ROTH, James Alexander	Sealc
MACKEN, Donald Robert	ARM3c	SCHAEFER, Wallace Edward	F1c
MARSHALL, Charles Anthony	Cox	SCHWALEN, Clayton Ralph	EM3c
MAXFIELD, Allen Francis	F2c	SHORTELL, Kenneth James	S1c
MAYER, Donald Robert	EM3c	SMITH, Charles William	Sea2c
MAYER, Richard Thomas	AMM3c	SMITH, Floyd Junior	Sea2c
MAYER, Robert Volk	Sea2c	SMITH, Robert James	Mus2c
MC CASKILL, Thomas Coyt	F1c	STEVENSON, Edward Allen	EM3c
MC DONALD, Orville D.	Sea2c	STRNAD, Earl Edward	Sealc
MC KECHNIE, Russell Roland	Sea2c	STROTT, George Guild	Sealc
MERCER, Robert Borden	Sea2c	SWEETMAN, William Tunis	Sealc
MILLER, Bob Alden	GM3c	TAYLOR, Robert Henry	Sealc
MILLON, Donald Hobbs	MM1c	TEEPLE, Donald Arthur	AMM3c
MOLUF, Thore Andrew	SK3c	THURTELL, Frank Allen	SF3c
MONTGOMERY, William, Jr.	F1c	TREVITHICK, Lyman James	Sealc
MOORE, John Thomas	AMM3c	URBAN, John Stephen	ARM3c
MURAUSKAS, William Arthur	Sea2c	VINEY, Irwin John	FC3c
MURPHY, Wilburn Dale	Sea2c	WASKO, Roy Vincent	F1c
NIEDFELDT, L. vern Adolf	AMM3c	WETZEL, Kenneth Harlan	Mus2c
NOWLIN, Daniel	Sealc	WHITTLESEY, Barry Dean	Sealc
OLDHAM, Howard Oscar	F2c	WILLIAMS, James Clayton	RM3c
OLDIS, Edward Henry	Yeo3c	WOOD, Edward Gale	F2c
ORTUTAY, John, Jr.	Sealc		
OZIMEK, Lewis Frank	Sealc		
PALWICK, Alan (n)	EM3c		
PENNELL, Richard Norris	F3c		
PILLAR, Samuel Andrew	F2c		

NAVAL RESERVE

BARNETT, George Brittain	F3c	LARKIN, George Michael, Jr.	S1c
BARRETT, Kenneth Wilburn	Sea2c	LAWLER, Eugene Patrick	SM2c
BATEMAN, Robert Edwin	Sealc	LENTZ, James Earl	AMM3c
BELL, Thomas Irvin	GM3c	MANION, Ralph Thomas	RM3c
BERTRAM, Richard Lee	Sealc	MARSHALL, John Francis	Sealc
BLACK, Marvin Leo	SK3c	MATULA, Valentin George, Jr.	Yeo2c
BOWEN, Thomas James	Sea2c	MC KEARIN, Paul Gordon	Sea2c
CARPENTER, Alfred Carey	Sea2c	MOORE, William Vincent	Sealc
CLIFFORD, William Hoffman	AM3c	PORTER, William Robert	RM2c
COLLINS, Jay Lum	PhM3c	ROBBINS, Arthur Duane	Yeo3c
DE NEGRI, Angelo Peter	Sea2c	RODGERS, Harry Paul, Jr.	QM3c
DERBY, Frank Amos, Jr.	Sealc	SCHUKNECHT, Arnold Robert	Sea2c
EARLEY, Alford Clayton	F2c	SCHWARTZ, Robert Eugene	RM3c
FERRIS, George Robertson	Sea2c	STANLEY, Hilton Leroy	RM3c
FITZWILSON, William Richard	Sea2c	STEGMAN, Robert Sayre	Sealc
FORD, Harry Morton	RT2c	STEVENS, Jackson Williams	Sea2c
FRITZ, Ernest Sullivan	AMM3c	STONE, William James	Aerog3c
GAMBLE, Clair Burton	Sea2c	THOMPSON, William Frederick	Sealc
GARDNER, Gordon Don	RM2c	WEBER, Kent Jules	Cox
GIBBS, Wingate Houston	Sea2c	WELTY, Karl Fairfax, Jr.	Sealc
HAWE, Stanley Russell	RM3c	WESTBROOK, Arlo Grant	Sealc
HOLKKO, John Eino	Sealc	WILLIAMS, Buck Daniel, Jr.	Sea2c
JOHNSON, Ray Anthony	Sea2c		
JOHNSON, Warren Bennett	RM2c		
KANGAS, Edward Andrew	RM3c		
KEOGH, Conde Benoist	Sea2c		
KERR, Donald Kenneth	SK3c		
KERR, Harold Thomas	Sealc		
KWART, Philip	PR3c		
LA HAYE, James David	RT2c		

MARINE CORPS

EDWARDS, Roy Jack	Pfc.
JOBSON, Donald Irvin	Pfc.
JONES, John Bartley, Jr.	Pvt
LAWS, Robert Julian	Corp.
PALMER, Kenny Craven	Pvt.
STONE, Jack Mink	Corp.
STRICKLAND, James Albert	Fld. Mus. 1c

U. S. MARINE CORPS RESERVE

GATELY, John Frederick	Pfc.
GILMAN, Donald Edward	Pfc.
HALL, William Drew	Corp.
HUNSBERGER, Wayne William	Corp.
LAMAR, Robert Lynn, Jr.	Pfc.
MC GRAIL, Arthur Francis, Jr.	Corp.
MEYER, Edward Boyd	Pfc.

**SAFEKEEPING OF PERSONAL FUNDS**

Instances have arisen where, due to loss or damage to naval vessels personnel attached thereto have suffered the loss of personal funds either retained by them aboard, or deposited for safekeeping with Disbursing Officers.

While Article 1779 Navy Regulations permits Disbursing Officers to accept deposits for safekeeping from officers, enlisted men and nurses, such deposits are received at the risk of the depositors and in the event of the loss or destruction of a vessel there is no authority under law whereby reimbursement can be made. This fact should be brought to the attention of all hands.

The attention of all hands should be called to the following existing methods for the safekeeping of personal funds:-

1. Enlisted men may make deposits for savings. Funds so deposited draw interest at the rate of 4% per annum (Art. 1781 N.R.).
2. All personnel may register allotments for:-
  - (a) Support of dependents.
  - (b) Any bona fide form of savings.
  - (c) Purchase of Defense Savings Bonds or United States Savings Bonds. (Art. 2170 SandA Manual)
3. Cash due for pay may be allowed to remain on the books of the Disbursing Officer. In other words, pay may be allowed "to ride".

\* \* \* \* \*

**GRADUATES OF GEORGIA TECH**

It is requested that all graduates of the Georgia School of Technology, Atlanta, Georgia, who are now on active duty with the Navy, advise the Professor of Naval Science and Tactics, N.R.O.T.C. at that institution of their name and rank.

\* \* \* \* \*

**A CHANCE REMARK MAY ENDANGER LIVES**

## VOTERS OF THE STATE OF NORTH DAKOTA

The following letter, addressed to the Chief of Naval Personnel, and signed by the Governor of the State of North Dakota and the Attorney General, was recently received:

"Under the laws of the State of North Dakota, the county auditor of each county is authorized to prepare, keep and maintain a general register of the names of all persons of his county, who are engaged in the military or naval service of the United States. The law further makes it the duty of each county auditor to mail an absent voter's ballot to each man in the military service 45 days before the general election, without the necessity of the man in the service making application for such ballot.

"We are now confronted with the fact that our county auditors do not have an available list of the boys from their county, and neither do they know the whereabouts of such boys. Present military rules make it impossible for the county auditors to secure this information.

"The purpose of this letter is to inquire whether there isn't some way that your office could get information to the various naval stations, advising any boy from the State of North Dakota that he is entitled to vote in the general election to be held on November 3rd, but that in order for the county auditor of his county to be able to mail him such absent voter's ballot, it will be necessary for each boy to write to the county auditor of his home county, giving the county auditor his home address and also, if possible, the polling place at which he would normally vote, as well as giving the county auditor the address to which such absent voter's ballot is to be mailed. When the boys receive such absent voter's ballots, they can mark the same before their immediate commanding officer, who will acknowledge the voter's signature on the envelope which is to be used to return such ballot to the county auditor.

"We are endeavoring to make it possible for as many of our boys to vote as we possibly can. Your cooperation in advising all North Dakota boys to write their county auditor for ballots will be very much appreciated."

It is requested that all residents of the State of North Dakota who are entitled to vote next November 3 and wish to exercise this privilege, be guided by the statements made in the above letter.

\* \* \* \* \*

## PHOTOGRAPHS OF OFFICERS FOR FITNESS REPORTS

Occasionally the Office of Public Relations requests photographs from the Bureau of Naval Personnel Officers' Fitness Reports for copying purposes so that they may be used for news release. This entails, in a great many instances, the copying of old and faded photographs which do not as a rule, lend themselves to good reproductions.

In order to help obviate this difficulty in the future, it is requested that officers on furnishing the Bureau of Naval Personnel with photographs of themselves also supply the negative from which the picture was made.

\* \* \* \* \*

ARE YOU ALWAYS CAREFUL OF WHO GETS AN EARFUL?

## ADMIRAL NIMITZ DEMONSTRATES SPEED OF V-MAIL SERVICE

Admiral Chester W. Nimitz, Commander in Chief of the Pacific Fleet, has sent to Secretary of the Navy Frank Knox the first V-Mail letter ever mailed from the Pacific Fleet to the continental United States. The letter demonstrated that the new V-Mail ("V" for Victory) is the fastest, cheapest and most private method by which anyone, anywhere, may correspond with Naval and Marine forces afloat and afield.

Admiral Nimitz stressed that families of service personnel, as well as soldiers, sailors and marines afloat, should realize that V-Mail has been developed for their especial use. It rates highest priority and goes to and from the Pacific area by the first available air transportation. V-Mail stationery is free for the asking at any Post Office in the United States.

Admiral Nimitz pointed out that whereas regular air mail between the Hawaiian area and the Pacific Coast often takes many days -- even going by convoy when mails are unusually congested -- V-Mail averages only four days. V-Mail between Hawaii and East Coast points takes only six days from the time of posting to arrival.

Use of V-Mail is simplicity itself. Full directions appear on the stationery. Typewriter, ink or soft pencil may be used. The sheet is then folded into a letter, mailed with regular 3¢, or for airmail within the U.S. 6¢ postage. Ingenious machines automatically open and photograph the letters on 16 millimeter microfilm spools. No one, save the usual censor, can read them. Two of these spools contain as many letters as an ordinary mail pouch. The spools are sent to their destination by air, and the letters then are transferred onto 4 x 5 1-4" photographic cards (again mechanically.) The cards are delivered by fastest available means to the addressee.

In places where equipment for photographing is not available, the actual V-Mail letters themselves are delivered, in nearly all cases outside the continental U.S. air transportation being used.

V-Mail should be used for correspondence with members of the U.S. armed forces no matter where the location, -- anywhere in the world within or without the United States. Those who do not take advantage of this fast service may make their friends and relatives in the armed forces wait unnecessary days for letters from home.

\* \* \* \* \*

### NOVEMBER 1 SET AS DEADLINE FOR MAILING CHRISTMAS PARCELS OVERSEAS

November 1 has been set, by an agreement formulated by the War, Navy and Post Office Departments, as the deadline for mailing Christmas parcels overseas.

The present restriction upon overseas parcel post of 11 pounds weight, 18 inches length and 42 inches combined length and girth (see Post Master General's Orders No. 17471 and 17559) will not be changed for the present, but the public is urged voluntarily to observe the following limitations: volume should not exceed that of an ordinary shoebox, and weight should not exceed 6 pounds.

Mail officials in the Navy Department have pointed out that packaging should be sturdy, to withstand handling and piling. The address must be complete in all respects and return address given, the same regulations in regard to addresses applying to parcel post as to letters.

Articles should be easily portable and useful in any climate. Food should not be sent; clothing should not be sent unless it has been specifically requested.

All mail matter remains subject to censorship.

\* \* \* \* \*

## INSTRUCTIONS FOR MAILING CHRISTMAS GIFTS TO MEMBERS OF NAVY AND MARINE CORPS ABROAD

To insure the best possible Christmas for members of the Navy and Marine Corps abroad, relatives and friends sending Christmas packages should adhere closely to suggestions of Navy and Postal officials. Carelessness in choosing gifts or in packaging and mailing them, and failure to mail early enough, may mean that the recipient will have little or no Christmas cheer from home.

### Mailing Dates

Christmas parcels and Christmas cards should be mailed during the period October 1 and ending November 1. The earlier they are mailed the better the chances of arriving before Christmas. Packages should be labeled "Christmas Parcel." Special efforts will be made to deliver parcels so labeled in time for Christmas.

### Selection of Gifts

Articles should be easily portable and useful in any climate. In the recommended category are toilet kits, watches, notebooks, pipes, wallets, pens or pencils, photographs, etc. Electrical apparatus is of doubtful value. No perishable matter should be included. Food, including cakes, cookies, fruits, etc., should be particularly avoided, as the necessary delay in handling mail under war conditions often causes such gifts to arrive in bad condition. Stale or mashed cakes, cookies reduced to crumbs, and spoiled fruit do not make for a Merry Christmas for boys overseas. Besides, our Navy is the best fed and clothed in the world and members will prefer non-food gifts. Clothing should not be sent unless it has been specifically asked for.

Postal Regulations specifically prohibit the sending of intoxicants, inflammable materials (including matches of all kinds and lighter fluids,) and poisons or compositions which may kill or injure another.

### Size and Weight

Because of the urgent need for shipping space for war materials the size of Christmas parcels should not exceed that of an ordinary shoe box and should not weigh over six pounds. Not more than one Christmas package may be mailed by the same sender, or to the same recipient, in any one week.

### Preparation

Most Christmas parcels for overseas must be transported great distances and undergo considerable handling and storage. Therefore all parcels should be packed in substantial boxes or containers, and be covered by strong wrappers. Delay will be avoided if packages are not sealed but tied or secured so as to be readily opened for censoring. However, sealed packages of cigars, tobacco and toilet articles in simplest mercantile form, may be enclosed within packages. Contents of packages should be packed tightly to avoid damage in transit. Sharp instruments such as knives and razors should have their edges protected.

### Addressing

Parcels for naval personnel abroad should show, in addition to the name and address of the sender, the name, rank or rating of the addressee and the naval unit or ship to which he is assigned. The location of the unit or ship, even if known by the sender, should never be included, as it might reveal military information. Only two post office addresses should be used. They are: c/o Postmaster, New York, and c/o Postmaster, San Francisco, depending on which is nearer the man addressed. Local addresses may only be used in addressing men within the continental limits of the United States.

Inscriptions such as "Merry Christmas," "Do not open until Christmas," etc. may be placed on the covering if they do not interfere with the address.

## Postage

Postage must be fully prepaid. Books are acceptable at the special rate of three cents a pound.

## Gifts of Money

Money orders should always be used. At many places abroad, there are local prohibitions against the importation of United States money.

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## INSTRUCTIONS FOR SENDING PARCELS TO PRISONERS OF WAR AND INTERNEES IN FAR EAST

Special temporary instructions for mailing parcels to prisoners of war and civil internees in the Far East have been announced by the Prisoners of War Board of the Navy Department in conjunction with the United States Postal Service. The rules govern parcels which are expected to be carried by a Red Cross vessel scheduled to leave San Francisco about August 15 for Japan and Japanese-occupied territory.

Parcels sent in this ship must be accompanied by a letter from the Provost Marshal General's Office in Washington, signed by Lieutenant Colonel H. F. Bresee, authorizing the holder to dispatch a parcel. This letter will be retained by the postmaster as authority for accepting the package. The reason for this rule is to limit the packages to one parcel for each prisoner or internee. Packages should not exceed 11 pounds gross weight or dimensions of 18 inches in length and 42 inches in length and girth combined.

In this instance, senders are instructed to route parcels directly to the district postal censor at San Francisco instead of the censorship station at Chicago as requested in previous instructions. Postal authorities urge that every effort be made to have the parcels reach San Francisco by August 12.

Parcels intended for routing in this particular Red Cross ship are carried under a general license issued by the Board of Economic Warfare and designated "G-PW-1." This designation should be placed on the outside of the parcel by the sender.

Correspondence for prisoners of war and internees in Japan and Japanese-occupied territory will continue to be routed via the censorship station at Chicago but in this instance will be forwarded by The Red Cross vessel from San Francisco.

\* \* \* \* \*

## SERVICEMAN'S LAMENT

Can't write a thing,  
The censor's to blame.  
Just say that I'm well,  
And sign my name.  
Can't tell where we sail from,  
Can't mention the date,  
And can't even number  
The meals that I "ate."  
Can't say where we're going,  
Don't know where we'll land;  
Couldn't inform you  
If met by a band.  
Can't mention weather,  
Can't say if there's rain.

All military secrets  
Must secrets remain.  
Can't have a flashlight,  
To guide me at night.  
Can't smoke a cig  
Except out of sight.  
Can't keep a diary  
For such is a sin.  
Can't keep the envelopes  
Your letters come in.  
Can't say for sure, folks,  
Just what I can write,  
So, I'll call this a letter,  
And close with "Good Night."

--Georgia Recruiter

## NAVY MEDICAL CORPS DEALS EFFECTIVELY WITH BOMB BLAST CONCUSSION OF THE LUNGS

Not only military but medical lessons as well were learned from the Japanese bombing of Pearl Harbor. One of the lessons has to do with concussion of the lungs, a type of injury which was relatively unimportant in World War I.

The cases of 19 men who suffered blast injury, or concussion, of the lungs at Pearl Harbor on December 7, 1941, are described in the United States Naval Medical Bulletin by Lieutenant Commander Joseph Palma, Medical Corps, United States Naval Reserve, and Lieutenant (jg) W. M. Enright, Medical Corps, United States Navy.

All 19 recovered, 12 of them after six or seven days of hospitalization. Three returned to duty after 10 to 14 days' treatment. The remaining four were severe cases requiring extended treatment.

The two naval doctors found that damage to the lungs caused by concussion of exploding bombs may masquerade as smoke inhalation, hemorrhage or rupture. The authors point out, in fact, that "at first we considered these (19) cases as suffering only from the irritating effects of the inhaled smoke or gas on the mucous membranes of the bronchial tree."

"More leisurely study of the serious cases and a perusal of the literature on pulmonary injury brought us to the conclusion that we were dealing with the condition described by the British as blast injury of the lungs," wrote Drs. Palma and Enright. "The outstanding lesion of this condition is pulmonary hemorrhage resulting from the impact on the body wall of the positive pressure wave created by the detonation of high explosive."

The severity of the injury and symptoms is directly proportional to the distance between the victim and the blast, they reported.

The doctors controlled shock with liberal administration of fluids, heat and rest. Drugs were given to combat restlessness, excitement and coughing. Oxygen relieved the cyanotic condition, which results when normal aeration of the blood is impaired.

"Several of these cases would have died without oxygen," Drs. Palma and Enright observed.

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## NAVY'S POLICY FOR NAMING SHIPS

The naming of vessels by the Secretary of the Navy under the direction of the President of the United States was authorized by Act of Congress of March 3, 1819, which also contained provisions for the general class of names to be assigned specific types of vessels. That law was later superseded and provisions for the naming of battleships and monitors were contained in the Act of May 4, 1898, which stated "Hereafter all first class battleships and monitors owned by the United States shall be named for the States and shall not be named for any city, place or person until the names of States shall have been exhausted." At present the Battleships in the fleet, under construction, and appropriated for are named for States.

Assignments of names to certain types of naval vessels have followed policies established by the Navy and will be continued. These include:

CLASS	SOURCE OF NAMES
Battleship	Named according to law, after states in the Union. All other types are named according to Naval customs, traditions and practice as follows:
Aircraft Carrier	Named after famous old ships and important battles of our history and present world war.

Cruisers Gunboats Airships	Named after cities in the United States, Capitols of Territories and insular possessions; also for island possessions of the United States and Territories.
Submarines	Named for fish and denizens of the deep.
Destroyers Transports	Named in honor of deceased American Naval Marine Corps and Coast Guard Officers and enlisted men who have rendered distinguished service to their country above and beyond the call of duty; former Secretaries and Assistant Secretaries of the Navy; members of Congress who have been closely identified with Naval affairs and inventors. (Transports are also named for counties in the United States, places of historical interest and Signers of the Declaration of Independence).
River Gunboats	Named for island possessions of the United States.
Mine Layers Mine Layers, coastal	Named for old Monitors formerly in the Navy and general word classifications of logical and euphonious names.
Yachts Yachts, coastal	Named for old ships formerly in the Navy; gems and general word classifications of logical and euphonious names.
Colliers Repair Ships	Named for Roman and Greek Mythology.
Mine Sweepers Mine Sweepers, coastal Submarine Rescue Vessels	Named for birds and general word classifications of logical and euphonious names.
Ammunition Ships	Named for derivatives of fire and explosives and for volcanoes.
Survey Ships	Named for astronomers and mathematicians
Submarine Tenders	Named in honor of pioneers in submarine development and also for Sea Deities in Roman Mythology.
Destroyer Tenders	Named for localities and areas
Seaplane Tenders, large	Named for sounds
Seaplane Tenders, small	Named for bays, straits and inlets
Miscellaneous Auxiliary District Auxiliary, Misc.	Named for Islands off the coastline of the United States in localities where service is to be performed
Ferryboats and Launches	Named for Islands off the coastline of the United States

ONE LEAK CAN SINK A SHIP - DON'T TALK

Salvage Vessels	Names descriptive of their duties
Net Layers	Named for old Monitors formerly in the Navy and general word classifications of logical and euphonious names
Store Ships Cargo Ships General Store Issue Ships	Named for stars and celestial bodies
Hospital Ships	Given names synonymous for kindness
Oilers Gasoline Tankers	Given Indian names of rivers flowing through oil-producing regions
Fleet Tugs	Given names of Indian tribes
Harbor Tugs, large	Given names of Indian Chiefs and Indian words
Fuel Oil Barges	Given names of oil field terms
Net Tenders	Named for trees and also Indian Chiefs.

Reference Division,  
Office of Public Relation

### "JUNIOR" IN THE NAVY

"Dear Myrtle,

I am very enthusiastic about Navy life. We lie around in bed every morning until 5 o'clock. This, of course, gives us plenty of time to get washed, shaved, dressed, make bunks, etc. by 5:10. At 5:15 we stand outside and shiver for a few minutes until a Chief Specialist gets ready to give us some exercises. Thirty minutes later, muscles aching and spirit broken, we grope our way through the darkness to the mess hall where we eat a hearty breakfast of cold beans and an unidentified liquid.

After gorging ourselves with this delicious repast we waddle slowly back to the bunkroom. We haven't a thing to do until 8 o'clock so we just sit around and scrub toilets, swab decks, wash windows and pick up all the cigarette butts and coke bottles for miles around.

Soon the bosn's mate comes in and says "Come out in the sun, Kiddies". So we go out in the beautiful sunlight. Of course it doesn't matter that everything is moldy and that it has rained continually for the past month and fog has enveloped the area for a year. The bosn's mate says he can't help it if there aren't any drains around the pier and we have no rubbers.

At 8 o'clock we put on our light landing force pack, which is not to be confused with a heavy landing force pack. The light pack consists of a 30 cal. machine gun, canteen, mess kit, shaving kit, rain coat, cartridge drums, first aid kit, fire extinguisher, 200 feet of line, hand axe, small spade, a complete sea bag and other negligible items. Carrying my light pack I weigh 298 lbs. Without my light pack I weigh 142 lbs.

We are marched around the base for three or four hours. The boys who fall out are treated very well. They go to the brig for a few days where they are feasted on a repast of bread and water but they do not have to face a court martial. At twelve o'clock those who can, limp to the sick bay. They are divided into two classes -- those who have athlete's foot and those who have colds. Those who have athlete's foot get their feet swabbed with iodine. If you have a cold your throat is swabbed with iodine. Anyone who claims he has neither a cold nor athlete's foot is sent to the brig for impersonating an officer. I am very popular at the dispensary. I have both a cold and athlete's foot. What I really have is tuberculosis, but I know when to keep my mouth shut.

Well, that's all I have to write. I've got to rush to the recreation hall. We have a movie I saw ten years ago when I was in civilian life. At the end of the program we are going to have a quiz. Whoever guesses what we had for supper gets promoted to Ensign.

Love to all,  
Archie"

WALLS HAVE EARS

-Anonymous

## NAVY BUREAU CENTENNIAL

A century of progress in the administrative organization of the United States Navy was celebrated August 31, 1942.

John Tyler was President and Able P. Upshur was Secretary of the Navy back on the 31st day of August, 1842, when Congress passed a law establishing five bureaus to run the Navy in place of the three-man Board of Commissioners set up in President Madison's time.

In that peaceful year of 1842 temperance advocates were sponsoring a law forbidding the issuing of spirits to all minors, whether officers or seamen, aboard the Navy's wooden ships.

And at that time an anxious faction was imploring Congress not to abolish the time-honored practice of flogging unwary shellbacks who transgressed quarterdeck law by committing such improprieties as jettisoning a cheekful of tobacco to windward, or letting a daub of hot tar descend on the First Lieutenant's brightwork from some dizzy perch aloft. Strangely enough, a delegation of Naval seamen headed the list of those who petitioned Congress in 1842 not to abolish the cat-o-nine-tails for fear discipline would relapse into chaos for want of the well-raising law of the "cat."

In that year, too, Congress and country were feeling the full sting of anonymous barbs by a writer signed "Harry Bluff." This persistent pamphleteer, charging inefficiency in Naval administration, recommended the Bureau System. Congress adopted the plan. The bureaus set up in 1842 were:

- Bureau of Navy Yards and Docks
- Bureau of Construction, Equipment and Repair
- Bureau of Provisions and Clothing
- Bureau of Ordnance and Hydrography
- Bureau of Medicine and Surgery

The Bureau of Navy Yards and Docks was charged with building, maintaining and administering docks, wharves and buildings within the Navy Yards, and controlling the timber agents in the South, priorities in southern oak and pine coming ahead of iron and steel in those seagoing days of wood and wind.

Seven years later the Naval Asylum in Philadelphia was relegated to its domain, much to the disgust of Dr. William P. C. Barton, his assistant and two clerks, otherwise known as the Bureau of Medicine and Surgery in 1842. Prior to Dr. Barton's time, the number of surgeons assigned to a ship depended on the rate of her broadsides---the more guns the more doctors, perhaps on the theory the more men, the more casualties from flying shot, chain, nails and splinters.

On shore, the Bureau of Provisions and Clothing vested its work in Navy agents and storekeepers. At sea, they called the Navy's provisioners and clothiers pursers. This raised the delicate question whether the Navy should call pursers officers. The Line said "No" One young officer steeped in the tradition of "military command" is said to have rattled his cutlass with the wrathful remark that were any purser of the Navy to sign an official report above him, he would "let him have it to the chin with this!"

Congress, backed up by Upshur and two successors, unflinchingly granted rank to doctors and pursers in 1854. In time engineers and naval constructors also were granted rank.

The next forward step came in 1862 when Congress increased the number of Bureaus to eight:

- Bureau of Yards and Docks
- Bureau of Navigation
- Bureau of Equipment and Recruiting
- Bureau of Ordnance
- Bureau of Construction and Repair
- Bureau of Steam Engineering

Bureau of Provision and Clothing  
Bureau of Medicine and Surgery

Recently, reviewing the history of the Bureau of Ordnance, Rear Admiral W. H. P. Blandy, USN, Chief of the Bureau, said in a radio broadcast from Hawaii that for 100 years the Bureau of Ordnance "has been devising, manufacturing, supplying and maintaining arms and ammunition to the fleet," and that no less today "than when in years past the Dalghren gun and the torpedo took shape on the drawing boards of Naval Ordnance, new weapons and new techniques are being provided to our ships and planes which cruise the seven seas in search of the enemy or convoy our men and supplies to the far flung bases which we now occupy."

In 1862, the hydrographic section was transferred from the Bureau of Ordnance to the Bureau of Navigation and in 1866, a separate Hydrographic Office was established by law. The work of the Navy's hydrographers was begun 12 years prior to the founding of the Bureau System.

The Bureau of Navigation survived until this year. Originally it was intended to be a scientific bureau, but succeeding secretaries shunted so many personnel matters to this bureau that finally, in the centennial year of the Bureau System, this one emerges under its rightful name--Bureau of Naval Personnel.

The Navy today has the following Bureaus:

Bureau of Yards and Docks  
Bureau of Medicine and Surgery  
Bureau of Naval Personnel  
Bureau of Aeronautics  
Bureau of Supplies and Accounts  
Bureau of Ordnance  
Bureau of Ships.

\* \* \* \* \*

#### NAVY ANNOUNCES PLAN FOR CONTROLLING UNIFORM SALES

The Navy recently announced its plan for controlling the sale of ready-made uniforms to officers and chief petty officers commencing on or about October 15.

Retail distributors will be appointed in designated trading areas upon review of their applications by an impartial committee to be selected by the Navy Department. Retailers wishing to apply for distributional franchise are directed to write to the Naval Uniform Service, 45 West 18th Street, New York City. Applicants will receive by return mail application blanks and copies of the Naval Officers' Uniform Plan.

The Bureau of Supplies and Accounts has been working on the plan and has pointed out that the primary objective is to eliminate needless waste of wool and other vital raw materials by a concentration of wholesale and retail outlets.

Resultant savings in the cost of uniforms for individual officers will be considerable. The Navy's officer personnel are further assured of a high quality of regulation apparel at retail stores strategically located throughout the country.

This new policy of practical concentration has been invoked because diffuse distribution means thousands of ready-made uniforms are always idling on retail racks. The consequence is that large quantities of needed raw materials are likewise idling. The Naval Officers' Uniform Plan guards against this idleness and waste of raw materials.

The Navy has executed contracts with two wholesale clothing houses, as the manufacturing contractors, Cohen and Goldman Company, New York City and Baltimore, and Joseph & Feiss Company, Cleveland, whereby quality, maximum price and production will be controlled by the issuance of only such materials as are needed for wholesale manufacture. It is expected that uniforms will be marketed initially in 28 cities within the United States and at four points outside the United States.

It is not the intention of the Navy Department to interfere with the production of custom-tailored or made-to-measure uniforms, but the department has announced its readiness to take action to combat abuses of quality or price in these types of uniforms.

The following is a list of the cities at which the ready-made uniforms will be distributed; however, expansion of naval facilities will require the establishment of additional marketing points at later dates. Retail stores will be selected upon a showing of proven performance, credit responsibility, business methods, and other items which enter into the transaction:

Annapolis, Maryland  
Boston, Mass.  
Brooklyn, New York  
Charleston, S. C.  
Chicago, Illinois  
Corpus Christi, Texas  
Detroit, Michigan  
Great Lakes, Ill.  
Jacksonville, Fla.  
Key West, Fla.  
Long Beach, Cal.  
Los Angeles, Cal.  
Mare Island, Cal.  
Miami, Fla.  
New Orleans, La.  
New London, Conn.

Newport, R. I.  
New York City, N. Y.  
Norfolk, Va.  
Oakland, Calif.  
Pensacola, Fla.  
Philadelphia, Pa.  
Portland, Maine  
Providence, R. I.  
San Diego, Calif.  
San Francisco, Cal.  
Seattle, Washington  
Washington, D. C.  
Balboa, Canal Zone  
Colon, Canal Zone  
Pearl Harbor, Territory of Hawaii  
San Juan, Puerto Rico

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#### THE FIGHTING YEOMAN

The Yeoman boy to the war is gone  
In the ranks of desks you'll find him  
With pen in hand and clips beside  
And a blonde who's there to guide him.

"Down with Adolph" the warrior said  
As he boldly checked a file  
"That goes for Hirohito too"  
And leered at leg-filled lisle.

Then came the bill and came the girls  
To take our hero's place  
And out to sea went the Yeoman bold  
With a sick smile on his face.

The Bos'n piped his shrilling tune  
The deck broke into life  
And while the sailors manned the guns  
The Yeoman geared for strife.

He checked the files, he checked the forms,  
The Office, it was clean  
He even checked the Muster Roll  
And found it "on the beam."

Then came a crash of dynamite  
Amidships it exploded  
The poor ship cracked - a fearful sight  
With sea, soon overloaded.

And then with hope all gone awry  
Amid the wails of dying  
A feeble voice was heard to cry  
"Tell Mom I went down filing."

Ed Bracken  
Sea 2/c USNR

\* \* \* \* \*

JAPS HAVE A DISLIKE FOR AMERICANS - DON'T TALK

## NAVAL OFFICER DEVELOPS PROGRAM FOR PREVENTION OF AIRSICKNESS

The sea captain who is plagued by mal de mer and the structural steel worker who has to grit his teeth against dizzy spells have a brother sufferer--the pilot with a stomach sensitive to aerobatics.

In a forthcoming number of the United States Naval Medical Bulletin, Lieutenant T. T. Flaherty, Medical Corps, United States Navy, proposes a six-point prophylactic program, based upon a 10-month study of flight cadets.

Lieutenant Flaherty discovered that airsickness almost always asserted itself for the first time while the student was learning the art of acrobatics. The affliction is not uncommon among learners, he found, and may be a serious deterrent to progress if not properly treated. He advises the flier:

1. To adjust the seat to a high position for maximum visibility, being careful, however, that this does not interfere with full throw of the rudder paddles.

2. To fasten the safety belt firmly, thus minimizing "bouncing" and going a long way toward making plane and pilot one, even as the good rider makes himself a part of the horse.

3. To refrain from staring at the instrument board. Rather, he should keep his eyes out of the cockpit as much as possible.

4. Most important, to pick out some point of reference--a sort of guide-post--a long way off. In loops, spins, Immelmann turns, wingovers and other maneuvers, the trainee was told to keep his eyes off the nose and wings of his plane. Instead, he was urged to take a straight stretch of roadway, fence line or even a point on the horizon as an alignment guide. "It was found that most students who became airsick during this maneuver (wingovers) spent a great deal of time looking in the cockpit at the air-speed meter, and the 'needle and ball' indicator, literally flying mechanically by instruments with no points of reference on the earth's surface ever being used. In snap rolls, a point on the horizon or a cloud bank could be taken as a point of reference. This point can be followed during the maneuver and the student will know his position throughout the roll."

5. To avoid executing the same acrobatic over and over "as this tends to cause airsickness to a far greater extent than if they vary them, and to wait a short interval between different acrobatics."

6. Never to attempt a landing if extremely airsick, remaining at a reasonable altitude in level flight until the spell is subsided.

The flight surgeon reported that he obtained satisfactory results with the above method in treating an average of 18 students a month at the unnamed air station. Of the five who were dropped from training because of airsickness, only one had undergone the six-point regimen. This sole exception had a history of car, train and swing sickness.

Lieutenant Flaherty explains that this type of affliction has its origin when the brain receives impulses via the vestibular apparatus of the nervous system with such continuity and violence that they cannot be interpreted properly. This may occur when the body is subjected to irregular, unsteady motion. In short, you become seasick, airsick, carsick, etc., depending on the nature of the guilty vehicle.

By orienting himself in space by visual means, one can modify an attack and possibly ward it off altogether, according to Lieutenant Flaherty. For example, he points out that dancers prevent dizziness by focusing momentarily on a certain point in the audience or on the wall as they complete each revolution in a whirl. In motoring, it is generally the back seat passenger who becomes carsick, not the driver, because the latter's attention is riveted to the road.

A SLIP OF THE LIP MAY GIVE A SPY A TIP

"Airsickness in most students during acrobatics is caused by their poor orientation in space," the naval surgeon concludes. "Airsickness can ordinarily be overcome when a student becomes oriented in the air by using his eyes to pick up points of reference on the ground."

\* \* \* \* \*

#### ADDITIONAL DUTY?

USS \_\_\_\_\_

" From: The Commanding Officer.  
To: The Chief of the Bureau of Personnel.  
Subject: Training of Enlisted Men.

1. The training of enlisted men in this ship appears to be exceeding the standards established by the Bureau of Navigation Manual in several particulars. In a recent examination for Coxswain the question was put

"State in detail the duties of the Boatswain's mate of the Watch."

The reply received began

"The Boatswain's Mate of the Watch serves as an accomplice of the Officer of the Deck - - - ."

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#### STUDENT AVIATORS GIVEN NEW RATING

Student aviators entering the Navy's flight training program have been given a new official designation through President Roosevelt's approval of a Congressional enactment.

Heretofore, all who qualified for flight training were enlisted as Seamen Second Class and continued in that rating throughout their primary flight training, a period of approximately three months.

Those who successfully completed primary flight training then were promoted to Aviation Cadets and sent on to advanced flight training leading to commissions as Ensigns, U.S. Naval Reserve, or Second Lieutenants, U.S. Marine Corps Reserve.

The new act provides that student aviators will be enrolled as Aviation Cadets at the outset and will remain in that designation until qualifying for commissions as officers.

\* \* \* \* \*

#### NAVY NEEDS PHYSICAL INSTRUCTORS FOR SEA DUTY

Physical training instructors who eventually will be sent to sea may now obtain ratings as chief specialists in the Navy. To be eligible for eight weeks of training at the Naval Training Station, Norfolk, Virginia, these men must be between 21 and 40 years of age with at least two years of college and previous military training, or experience as coaches and drill instructors.

One of the duties of Navy physical instructors is to teach officers and enlisted men to swim. Many instructors now at shore establishments are conditioning officer candidates and enlisted personnel while others overseas and afloat are keeping the Navy's fighting men in physical trim.

Eventually many Navy physical instructors will be assigned duty afloat or overseas. In the course of their training they are schooled in gunnery and other combat duties. Many have already been under fire.

\* \* \* \* \*

### A LITTLE FLAG GETS A BIG ASSIGNMENT

A tiny scrap of bunting, measuring six by eight inches, became the first American flag to fly over a conquered Japanese stronghold in this war.

It was run to the top of a Japanese flagpole at Kukum on Guadalcanal Island on August 7, eight months to the day after the attack on Pearl Harbor. A group of Marines pushing inland in the first phase of the Solomon Islands offensive stopped long enough to cheer the brave little flag flying so proudly, then pressed on.

The man who raised this miniature Old Glory over Guadalcanal was Lieutenant Evard J. Snell. He bought the flag in Vineland, N.J., on Memorial Day in 1934. Faded and frayed after eight years of travel with the Marines, it has flown from a barracks window in the Philippines in 1936, over a tent in Cuba, and as identification on a ricksha used by Lieutenant Snell during the trouble in Peking and Tientsin in 1937 and 1938.

\* \* \* \* \*

### ROYAL AIR FORCE COASTAL COMMAND COOPERATES IN WESTERN ATLANTIC ANTI-SUBMARINE OPERATIONS

Aircraft of the Royal Air Force Coastal Command are cooperating with the U. S. Naval and Army Aircraft in anti-submarine operations in the Western Atlantic and have already engaged the enemy.

\* \* \* \* \*

### DAMAGE CONTROL PROBLEM

One of our Light Cruisers recently suffered heavy damage by bombs from Axis planes.

Prior to this, the Ship had held very frequent Damage Control Problems using among other things the time-honored methods of stop watches and "slips".

When the action started, fairly near misses sounded to the men below decks at their Damage Control Stations "like gravel being thrown against the side." Then a stick of bombs hit the ship.

She was badly damaged forward, amidships and aft. All lighting was gone, communications were lost, and it was no longer possible to pass any word from Central to the other Damage Control Stations.

The Ship had immediately doubled her draft forward, taking a heavy list to starboard, was burning in two large areas, flooding forward and aft, and had her rudder jammed full left.

Some time elapsed before the Damage Control Officer was able to leave the forward and amidships areas to have a look at the damage aft. He worked his way toward the stern along the dark and debris-filled main deck to what had been the Chief Petty Officer's country.

Fires were still burning there, and the ship was making water. The only light came from hand flashlights and through the ruptured decks overhead.

The aft Damage Control Party was having a pretty grim time holding their own. The wounded had just been removed and the ready ammunition was being taken from one burning compartment. The general atmosphere was tense.

DO YOU KNOW WHO IS LISTENING?

Then out from under a cloud of steam and smoke at one end of the compartment came a voice--a little sarcastic, but with a definite chuckle in it:

"Problem time - twenty minutes!"

MORAL: A sense of humor, when you need it most, will ease almost any kind of tension.

\* \* \* \* \*

### NEW SALVAGE SECTION ESTABLISHED

A new salvage section has been established in the Stock Division of the Bureau of Supplies and Accounts to correlate and administer all phases of a "Salvage Conservation" program throughout the Naval establishment.

Under Lieutenant J. G. Dean, Supply Corps, U. S. Naval Reserve, the new section will be in charge of all matters pertaining to the handling, segregation, conservation, and disposition of all salvage materials gathered in the Naval establishment and in plants using Government-furnished material.

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### NAVY TO INDOCTRINATE RESERVE OFFICERS AT PRINCETON UNIVERSITY

Princeton University has been selected as a training center for the indoctrination of reserve officers of the United States Navy. Negotiations, which have not been completed, are being carried on between the Navy Department and Princeton University for the leasing of facilities to house and train 1,000 prospective reserve officers.

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### SITE SELECTED FOR NEW LIGHTER-THAN-AIR BASE

Secretary of the Navy Frank Knox has approved the selection of Houma, Louisiana, as the site for a new lighter-than-air base.

Construction work will start shortly, and it is expected that the base will be in operation by next Spring.

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### WHAT IS A SAILOR?

The following is quoted from a letter from an enlisted man to his family:

"A sailor is a guy who is worked too hard, gets too little sleep, takes verbal abuse no civilian would take, does every imaginable kind of a job at any imaginable hour, never seems to get paid, never knows where he's going, can seldom tell where he's been--yet accepts the worst with complete resignation, and last but not least - he really kinda likes it! You know why?--When you're dog tired, been up since 4 A. M. working like hell all day, and about to hit your sack at 8 P. M., a voice shouts 'turn to on a work detail! Then you unload a ship's cargo of perishable refrigerated foods.--You are ready to die by 2 A. M., but the job must be finished before dawn--Soon you don't care if you live or die, and suddenly--you're a sailor, it's over, and you did it and you think of all the people you know and how they would react under the circumstances and you begin to grin--You grin because you ain't scared of nothing, and it is a fact that there is no ordeal you can't face - and you know it!"

A SECRET ONCE TOLD IS NO SECRET AT ALL

## NAVY EMPLOYEES SET RECORD FOR WAR BOND PURCHASES

Investing \$9,207,462.55 in July, Navy civilian employees set a new high for War Bond purchases during a single month with 65% of all employees buying regularly through the Navy Payroll Savings Plan. These purchases, representing an increase of \$2,424,987.55 over June, constitute 8.14% of the total civilian payroll and bring the total investment of Navy employees up to \$38,961,254.65 since the Navy Department started its bond campaign late last year.

The competitive standing of the various Navy Shore activities for July showed Charleston leading the Navy yards for the second consecutive month. The First Naval District headquarters at Boston led all districts, and Quonset Point, R. I., a newcomer to the bond competition was at the top of the Naval Air Stations.

Standings of the various activities were determined on the basis of an "Efficiency Index" which gives equal weight to percentage of payroll participation and the percentage of employee participation. An Efficiency Index of 100 indicates that an activity has reached the standard of excellence set by the Secretary of the Navy -- 90 per cent of all employees enrolled in the Payroll Savings Plan and investing at least 10 per cent of the total payroll in War Bonds.

Following are the July standings of the various establishments:

<u>ACTIVITY</u>	<u>July Sales "E" Bonds</u>	<u>Efficiency Index For July</u>
<u>Navy Yards</u>		
1. Charleston	386,025.00	90.00
2. Brooklyn	798,037.50	83.05
3. Mare Island	801,225.00	82.49
4. Boston	889,368.75	82.32
5. Norfolk	801,900.00	79.96
6. Philadelphia	687,631.25	78.34
7. Puget Sound	447,731.25	66.11
8. Portsmouth	207,975.00	54.10
9. Washington	272,193.75	43.37
<u>Naval Districts</u>		
1. First	69,675.00	125.58
2. Fourteenth	1,179,637.50	107.29
3. Eleventh	277,031.25	100.73
4. Ninth	400,256.29	91.62
5. Newport, R. I., NOB	369,300.00	83.81
6. Twelfth	235,912.50	81.58
7. Thirteenth	57,993.75	80.23
8. Fifth	320,156.25	78.69
9. Third	153,937.50	64.71
10. Navy Dept. & Vicinity	368,850.00	63.44
11. Eighth	25,031.25	63.26
12. Seventh	32,100.00	60.95
13. Fourth	208,875.00	51.67
<u>Naval Air Stations</u>		
1. Quonset Point	22,875.00	98.88
2. San Diego	* 101,456.25	96.25
3. Norfolk	* 80,220.00	84.52
4. Pensacola	100,631.25	81.07
5. Jacksonville	58,425.01	52.53
6. Corpus Christi	34,687.50	16.60
	<hr/>	<hr/>
	\$9,207,462.55	76.82

\* Included in the Naval District Totals

July Sales	\$ 9,207,462.55
Previously reported	29,753,792.10
Total Sales to date	\$ 38,961,254.65

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### NAVAL ALMANAC

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\* Outstanding events in Naval History will be logged each \*  
\* month in this Bulletin. Some ships and stations have \*  
\* found it constructive to make up daily slides entitled, \*  
\* "Today in Naval History" and flash them just before the \*  
\* featured moving picture goes on. \*  
\*  
\* Credit for compiling this data is due Chaplin W. H. \*  
\* Rafferty, U. S. Navy. \*  
\*  
\* \* \* \* \*

#### 1 October

- 1781 Captain Lawrence born.
- 1847 U. S. S. Cyane captured Mexican schooner Libertas and Fortuna at Loreta, Lower California.
- 1847 U. S. S. Dale captured town of Muleje, Lower California, Mexico.
- 1942 ? ? ?

#### 2 October

- 1776 U. S. S. Cabot captured British Brig Clarendon.
- 1843 U. S. S. Concord lost off Coast of Africa.
- 1846 U. S. S. Cyane captured Mexican schooner Rosita at Loreta, Lower California.
- 1942 ? ? ?

#### 3 October

- 1775 The subject of forming a Continental Navy was first brought to the attention of Congress on this date, when Rhode Island members pressed their instructions of establishment of Navy "At Continental expense." (Note: 26 August).
- 1800 George Bancroft, historian and Secretary of the Navy, was born in Worcester, Mass. (Note: 10 Oct.)
- 1862 U. S. S. Commodore Perry, Hunchback and Whitehead engaged Confederate troops at Franklin, Va.
- 1942 ? ? ?

#### 4 October

- 1812 Marines and Sailors in action with Nicaraguan troops, Coyotapo Hill, Nicaragua.
- 1813 U. S. S. Vigilant captured enemy Privateer Dart off Newport, R. I.
- 1846 U. S. S. Cyane captured 2 Mexican sloops at Mulejo, Lower California, Mexico.
- 1823 Rear Admiral Francis Ros born in Elmira, N. Y. In 1854, with the Porpoise, he engaged 13 heavily armed Chinese junks, destroying 6, and scattering the fleet. In 1862, in the Pensacola, he led the starboard column of Farragut's fleet at Forts Fisher and St. Phillips, and was commended for gallantry. Sent on special mission to Mexico, sent Santa Ana out of Mexico a prisoner. Received surrender of Vera Cruz, and established provisional government.
- 1942 ? ? ?

PUT YOUR SAFETY BELT - ON YOUR MOUTH

5 October

- 1775 A committee formed of John Adams, John Langdon, and Silas Dean, were authorized to secure two armed vessels from Massachusetts. Washington placed them (on the Continental risk and pay) and used them to capture two unescorted brigs with ammunition of war, that had sailed from England.
- 1773 U. S. S. Cabot captured British ship Georgiana off New England Coast.
- 1813 U. S. Squadron on Lake Erie captured 7 British ships.
- 1863 Lieutenant Glassel and 3 men with the submersible Confederate ship David exploded a torpedo against Union ship New Ironsides.
- 1942 ? ? ?

6 October

- 1813 U. S. S. Sylph captured British schooner Lade Gore on Lake Ontario.
- 1813 U. S. Fleet for service at Tripoli assembled at Gibraltar under command of Commodores Decatur and Bainbridge.
- 1814 Gun Boat No. 160 captured a force of British at Fort Andrews Sound
- 1917 U. S. S. Alcedo, converted yacht, sunk by German submarine.
- 1942 ? ? ?

7 October

- 1845 U. S. S. Cyane captured Mexican Brig Condor, cut off Harbor of Duaymas under sharp enemy fire by party under Lieut. Harrison.
- 1864 U. S. Wachusett seized Confederate cruiser Florida off Bahai, Brazil.
- 1916 Rear Admiral Austin Knight, at Newport, R. I., is paid formal visit by Lieutenant Captain Hans Rose, of the U-33, which suddenly appeared at Newport.
- 1942 ? ? ?

8 October

- 1812 Captain Elliot recaptured Detroit and Caledonia.
- 1814 U. S. S. Lake Erie captured 2 enemy brigs, releasing 40 American prisoners, off Fort Erie.
- 1916 Rear Admiral Knight despatches destroyer flotilla to rescue of five merchant vessels sunk by U-33 off New England Coast, 216 men were picked up.
- 1942 ? ? ?

9 October

- 1775 Congress resolved to raise a regiment of Marines.
- 1780 U. S. S. Saratoga captured British Ship Elizabeth and Charming Molly.
- 1814 U. S. Sloop Wasp, having sailed from Portsmouth, N. H., May 1st, 1814, arrived at L'Orient, France, July 8, sailed again August 27th, and was last heard from on this date in latitude 18°35' north, and 30°10' west longitude.
- 1942 ? ? ?

10 October

- 1779 When John Paul Jones was cruising European waters with five ships under his command, he was known as Commodore Jones, although the highest commission ever held by him in the American Navy was that of Captain conferred on him on this date.
- 1780 Prizes of the U. S. S. Saratoga, taken on October 9, recaptured by H.M.S. Intrepid, 74 guns. Saratoga was never seen afterwards.
- 1845 U. S. Naval Academy instituted at Annapolis, Md., through efforts of George Bancroft.
- 1942 ? ? ?

11 October

- 1776 11 to 13 October, gunboats in action on Lake Champlain. American Naval Forces, after heroic and desperate resistance under Benedict Arnold, suffered defeat.
- 1776 U. S. Schooner Royal Savage, Captain Hawley, burned after five hours battle, after being run ashore to prevent capture.
- 1942 ? ? ?

12 October

- 1775 Arnold's action on Lake Champlain continued. U. S. S. Condolas, Providence, and Boston, burned and sunk to prevent capture.
- 1800 U. S. Frigate Boston captures French sloop Leberceau.
- 1803 Commodore Preble concluded a treaty of peace with the Ruler of Morocco, and gave up the Meshboha. (Note: 26 August).
- 1814 U. S. Sloop Peacock sunk by enemy ship Mary off Barbuda, W. I.
- 1861 St. Louis launched, first ironclad in American Navy.
- 1942 ? ? ?

13 October

- 1776 The U. S. S. New Haven, Spit Fire, Jersey, New York, Lee and Congress, burned in action as result of battle on Lake Champlain. U.S.S. Washington captured.
- 1942 ? ? ?

14 October

- 1862 U. S. S. Memphis captured British steamer Onachita.
- 1942 ? ? ?

15 October

- 1812 U. S. S. President captured H. M. S. Swallow.
- 1861 U. S. S. Pocahontas and Seminole passed Confederate batteries at Evansport, Potomac River.
- 1917 U. S. S. Cassin torpedoed by German Submarine. Gunner's mate Ingram saw the torpedo coming, and realizing that the hit would be near the stern, made a supreme effort to release the depth charges before it occurred but was not successful, and gave his life to save ship and shipmates.
- 1942 ? ? ?

16 October

- 1821 U. S. S. Enterprise captured four pirate schooners.
- 1822 U. S. S. Grampus captured Spanish Pirate ship Palmira.
- 1846 Second attack on Alvarado, Mexico.
- 1846 Commodore M. C. Perry with Mississippi left squadron at Lazarde and sailed for Tabasco, Mexico. (Note: See 23 October).
- 1884 U. S. Naval War College established at Newport, R. I.
- 1891 Boatswain's mate and 6 blue jackets of U. S. S. Charleston injured by mob in Valparaiso, Chile. Two of injured men died, and the incident nearly brought on international complications.
- 1942 ? ? ?

17 October

- 1846 U. S. Expedition from October 17 to 27, six vessels, two hundred sailors and marines captured nine Mexican vessels.
- 1843 U. S. S. Princeton defeats English ship Great Western in race from Battery Place, N. Y., down Narrows, proving to be fastest seagoing steamer then in the world, making 14 knots per hour against flood tide.
- 1853 American squadron proceeds to Asuncion, Paraguay, to demand retribution for attack of U. S. S. Water Witch. Friendly relations restored without recourse to arms.
- 1942 ? ? ?

18 October

- 1812 U. S. S. Wasp captured H. M. S. Frolic with 22 guns, which was recaptured by H. M. S. Poitiers, the same day.
- 1942 ? ? ?

19 October

- 1900 Town of Estancia captured by U. S. S. Concord.  
1917 Longest fight recorded with an enemy submarine when an armed guard of an American steamer, J. L. Luckenbach, stood off the enemy from 7:40 A. M., to 11:40 A. M., when one of our destroyers (52) came to the rescue. During engagement, one of front sights of one of Luckenbach's guns was destroyed.  
1942 ? ? ?

20 October

- 1833 Commander Edward Terry born at Hopkinton, N.H., served in the Navy 48 years. His intrepid conduct and heroism in capture of New Orleans, 1862, and his achievements in Battle of Mobile Bay, (5 August, 1864), when in command of U. S. S. Chicksaw, won from the Navy unqualified admiration and from Farragut these words, "the bravest man that ever trod the deck of a ship."  
1842 Commodore Jones hoisted flag at Monterey, California.  
1924 U. S. S. Trenton, explosion aboard. Powder was being drawn up, when suddenly there was a rush of black smoke, a bursting flame, and a deafening roar, as one of the turrets stood shattered in its base. Ensign Henry Clay Drexler was not in the turret, but engaged in work near by. Recovering from the shock of the explosion, he hesitated not a moment, but rushed of his own accord into the inferno. He saved the lives of three men, after three heroic efforts; he started for the fourth time, but overcome by the gas and flames, he fell dead at the entrance. A greater love and a greater death than this hath no man.  
1942 ? ? ?

21 October

- 1779 Launching of U. S. S. Constitution at Boston, Mass. (Note: 10 July, 7 September, 20 April).  
1942 ? ? ?

22 October

- 1864 Boat expedition from U. S. Fleet in action at Pocatello, S. C.  
1864 U. S. S. Eolus captured Confederate steamer Hope at Wilmington, South Carolina.  
1942 ? ? ?

23 October

- 1846 Town of Frontera, Mexico, captured by Fleet under Commodore Perry.  
1942 ? ? ?

24 October

- 1819 U. S. S. Lynx captured four pirate vessels in Gulf of Mexico.  
1853 U. S. S. Wabash launched at Philadelphia.

25 October

- 1812 U. S. S. United States captured H. M. S. Macedonia, 1325 tons, 49 guns, 306 men.  
1813 U. S. S. Congress captured and burned ship Rose. All of the captured crew voluntarily enlisted in the service of the United States.  
1942 ? ? ?

BE CAREFUL OF WHAT YOU SAY AND WHERE YOU SAY IT

26 October

- 1777 H. M. S. Pearl attacked 12 Continental Galleys in Delaware Bay.  
1893 U. S. Battleship Oregon launched at San Francisco.  
1901 Ensign Noa killed in action with insurgents, P. I.  
1942 ? ? ?

27 October

NAVY DAY

- 1773 Special committee presented to the Continental Congress a bill providing for the construction of the first ships of the Navy. Measure was passed three days later.  
1864 Lieutenant Cushing with torpedo launch blows up confederate Ram Albemarle in Roanoke River.  
1942 ? ? ?

28 October

- 1779 A board of Admiralty was established consisting of three commissioners who were not in Congress and two that were, and was given command of all Naval and Marine affairs.  
1812 Commodore Porter sailed for the Pacific in the Essex.  
1942 ? ? ?

29 October

- 1812 Gun Boat Number 46 wrecked off Newport, R. I. Later raised and served until 1828.  
1814 U. S. S. Fulton, the first steam vessel in the U. S. Navy, launched.  
1821 U. S. S. Hornet captured pirate schooner Moscow.  
1870 U. S. S. Saginaw wrecked at Midway Islands.  
1899 U. S. S. Concord and Paraguay captured insurgent town of Boniti, near Iloilo, P. I.  
1942 ? ? ?

30 October

- 1855 Expedition against natives of Fiji Island by U.S.S. John Adams.  
1942 ? ? ?

31 October

- 1803 U. S. Frigate Philadelphia is captured by Tripolitans after running aground.  
1863 U. S. Monitors Lehigh and Patapsco, bombarded Fort Sumter, Charleston, S.C.  
1942 ? ? ?

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